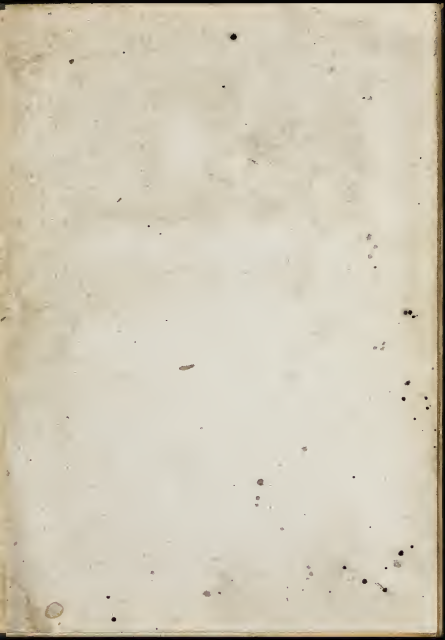


PARKER & HUYETT'S  
NEW  
ILLUSTRATED  
Miner's Hand Book  
AND GUIDE TO  
TITICACA'S PEAK

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CHICAGO  
JUN 10 1881



**VIEW OF PIKE'S PEAK**

Forty miles in the distance.



THE ILLUSTRATED

# MINERS' HAND-BOOK

AND

# GUIDE TO PIKE'S PEAK,

WITH A

NEW AND RELIABLE MAP,

SHOWING

ALL THE ROUTES, AND THE GOLD REGIONS

OF

WESTERN KANSAS AND NEBRASKA.

---

ILLUSTRATED WITH APPROPRIATE ENGRAVINGS.

---

BY ~~THE~~ PARKER & HUYETT,

Third Street, opposite the new Post Office, and 65 Chestnut Street,

SAINT LOUIS.

1859.

NOTICE TO THE PUBLIC

OF THE

THE NEWBERRY

Entered according to act of Congress, in the year 1859, by  
PARKER & HUYETT,  
In the Clerk's Office of the District Court of the United States, for  
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 For the convenience of the Miner and Immigrant, we have inserted a few pages of appropriate advertisements at the close of this work, embracing Railroads, Hotels, and Out-fitting Houses.

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**ERRATA.**—On page 43, some errors have occurred:—WARNE, CHEEVER & Co's General Out-fitting House is at No. 25, North MAIN street, (instead of Market, as mis-printed. TEAL & Co's Wholesale Liquor House is at No. 11, S. Fourth street, (instead of No. 10.) GOODRICH, WILLARD & Co, (instead of 'Williams,') Wholesale Grocers, 130, North Second street, St. Louis.



CAMPING ON THE PLAINS.



## A WORD TO THE GOLD HUNTER.

---

Presuming you have made up your minds to visit the New Eldorado, we trust you will have no cause to regret your decision. Nor are you alone, for the fair fame of that country has spread like wild-fire, and hundreds and thousands are hastening from every portion of this continent, to share the golden reward that awaits the energetic and industrious.

The later reports received from there, tell us of new discoveries of richer deposits of gold; and besides its metalliferous wealth, that country possesses many attractive features, which present to the ambitious and energetic, a limitless field for action.

Have you ever been across the Plains? If not, we propose to show you the best routes, from your very door, to the mines! We here point out the best Railway, Steamboat, and Stage routes, to the several western outfitting points, and the best Hotels to stop at, on the way. We furnish you a list of articles needed for an outfit, with the price of each article. The several routes across the Plains are given, the best camping places shown, and distance marked between each, so that you may know in the morning at what point you may camp in the evening.

In short, we have endeavored to furnish in this GUIDE BOOK all the information of any importance to you, either on the way or at the mines, and we trust you will find it *strictly reliable in every particular.*

Very respectfully,

PARKER & HUYETT.

St. Louis, Mo., 1859.





## HISTORY OF THE DISCOVERY OF THE PIKE'S PEAK GOLD REGION.

For several years past, Mountain Traders have believed in the existence of rich gold deposits, at the sources, or on the head streams of the South Platte and Arkansas rivers. In 1835, a French Trapper by the name of Eustace Carriere, while lost from his party, wandered through that region for several weeks, during which time he collected some fine specimens, which he found lying upon the surface, and took them with him to New Mexico. Upon examination, they proved to be pure gold, and a company, with M. Carriere as their guide, soon set out for this new Eldorado. Arriving there, their guide failed to find the precise location where he had seen so much of the "sparkling mineral," and the Mexicans, under the supposition that he did not wish to disclose to them his new discovery, inflicted upon him a severe whipping, left him, and returned to New Mexico. The Indians have, for years, known of its existence, and have frequently given specimens to the Catholic Missionaries and Indian Traders, but would never reveal to the whites the locality, as they considered this their most favorable wintering quarters, and their best hunting grounds.

During the winter of 1851-52, Isaac Hussey, Esq., then residing near Burlington, Iowa, (now a citizen of Ironton, O.,) was called upon by an old Trapper, a white man, who for years had been amongst the Indians of the Rocky Mountains, and was a sub-chief in the tribe with which he lived. He had with him speci-

mens of gold, which he said he found in a cave that was discovered by the Indians, and which was on this side of the Mountains, (the great ridge,) and that 'gold there existed in large masses, and appeared to have been melted, hanging from above like stalactites, or immense icicles.' He urged the formation of a company, at Burlington, saying that he would pilot them to the spot; but the story was too large, and he could not induce any person to accompany him. He said this cave was used by the Indians as a sort of sepulchre, and place to lay their Great Chiefs. The old trapper left again for the Indian country, and since that time nothing has been heard of him. Should this statement prove a verity, it will only be a demonstration of Col. Gilpin's theory, which is that *Gold exists in the Mountains, in large masses, as Iron does at Pilot Knob and the Iron Mountain.*


In 1850, Capt John Beck, a half-breed Cherokee Indian, and others, a party of California Emigrants, from Missouri, Arkansas, and the Cherokee Nation, found Gold at this locality while camping there, and some of them proposed to stop, and make thorough investigation; but having no means of affording shelter or protection for their families, and hearing reports that gold was found in California, 'in nuggets, as big as a brick,' they proceeded on their journey. But, visions of the gold at Pike's Peak, were constantly before Capt. B., and he returned from California, and in the summer of 1857 went out in charge of a company of 100 persons. After the report from this train, nothing was heard from this field till the year 1858, when the real discovery was made, and the deposit proved to be worthy of attention. After the

settlement of the Kansas difficulty, in 1858, a small party from the Cherokee Country and Arkansas, incited by the accounts which the Cherokees gave of the Pike's Peak region, fitted out for that point. They found matters even better than had been represented. The favorable report, from this party induced the formation of a company at Lawrence, Kansas, in May, 1858, and another from the central part of Missouri, under direction of one of the California party of 1851, left about the same time. They spent most of the summer in prospecting. The result of their discoveries at Pike's Peak, and those of Bordeau, Richard, Cantrell, and others on Cherry Creek, was soon known, and the New Eldorado is now the great *magnet* of this continent! The sworn secret which the Indians have for 'so many moons' been in possession of, and so faithfully kept from the knowledge of the pale faces, has at last been discovered, and this beautiful region of country, with its auriferous wealth, and fertile valleys, its mountains of pine, inexhaustible water power, and healthy climate, is now to be developed, and to return to the adventurous and the energetic a thousand fold for their talent and their toil.

#### DISCOVERY OF SILVER MINES.

Capt. A. J. Smith, of Florence, N. T., who spent several weeks prospecting in the valleys and mountains, states that a company of Georgians discovered in the vicinity of Medicine Bow River, a tract of country, thirty miles in extent, so rich in Silver ore, that they determined upon working it, in preference to the Gold Mines in its vicinity. It was thought that the newly discovered silver mines would pay equal to the best

Mexican mines, as silver was found in immense quantities in the region above described.

 The location of Gold and Silver deposits are shown upon the map, accompanying this book.

#### DESCRIPTION OF PIKE'S PEAK, AND THE SURROUNDING COUNTRY.

This point of the Rocky Mountains, that has for a few months past been the great centre of attraction, was discovered by Lieut. Z. M. PIKE, who made an Exploring Expedition, under the authority of the U. S. Government, in 1807. According to his measurement, its perpendicular height, above the level of the prairie, is 10,581 feet, and admitting the prairie, from which the altitude was taken, to be 8,000 feet above the sea, (as shown by the barometer,) it would make the elevation of Pike's Peak 18,581 feet. At that day, 1807, it was so remarkable a point as to be known to all the savage tribes, for hundreds of miles around, and it was spoken of with admiration, by the Spaniards of New Mexico. Lieut. Pike states that in his wanderings through the mountains, from the 14th of November to the 27th of January, this Peak was never out of sight, except when he was in a deep valley.

The summit of Pike's Peak is bare of vegetation, and covered with the eternal snows. The snow-line is about 1,800 feet above the three small mountain lakes, described by Fremont. Standing upon this Peak, you behold innumerable streams and lakes, and a vast stretch, of prairie to the south-east, east and northeast, dotted here and there with immense herds of buffalo, while around you, on either hand, the ridge is split into chasms and fissures, between which rise their lofty

walls, terminating with slender minarets and columns, which impress you with the conviction that this chain of mountains was thrown up by some terrible convulsion of Nature. The summit rock is gneiss, succeeded by sienetic gneiss, thence sienite and feldspar continue to the snow line, where is found the feldspathic granite.

The following is an extract from a private letter, written on the summit of Pike's Peak, by Mrs. Holmes, to her mother, in Lawrence, Kansas, in 1858 :

"I have accomplished the task which I marked out for myself, and now I feel amply repaid for all my toil and fatigue. Nearly every one tried to discourage me from attempting it, but I believed that I should succeed ; and now, here I am, and I feel that I would not have missed this glorious sight for anything at all. In all probability I am the first woman who has ever stood upon the summit of this mountain,—gazed upon this wondrous scene, which my eyes now behold. How I sigh for the poet's power of description, that I might give you some faint idea of the grandeur and beauty of the scene. Think of the huge rocks, projecting out in all imaginable shapes, with the beautiful evergreens, the pines, the firs, and spruces, interspersed among them, and then the clear cold mountain stream, which appears as though it started right out from under some great rock, and on it goes—rushing, rumbling, and hissing down over the rough mountain-side, now sparkling in the sun-beams, and now hiding behind some huge rock—now rising again to view, it rushes on, away down, down, until at length it turns a corner, and is lost to our sight. Extending as far as the eye can reach, lie the great level plains, stretched out in

all their verdure and beauty, while the winding of the grand Arkansas is visible for many miles. We can also see where many of the smaller tributaries unite with it. Then the rugged rocks all around, and the almost endless succession of mountains and rocks below, the broad sky over our heads, and seemingly so very near; all and everything on which the eye can rest, fills the mind with infinitude, and sends the soul to God."

---

#### EXTENT AND PROMISE OF THE GOLD REGION.

From the published authentic reports of exploring parties, it will be seen that Gold has been found, in numerous localities throughout the mountain region, from the Spanish Peaks on the South, to the head waters of the Platte, on the north—embracing over two degrees of latitude. Reliable prospecting parties state that from the bed of the river, through several successive benches of table land, until the dividing ridge between Cherry Creek and the Platte is reached, there appears to be a regular deposit of gold. This is true of every creek coming out of the mountains, and of every canon and valley from Pike's Peak to Laramie Plains—a distance of 300 miles, in a north and south line, and more than 50 miles east and west. Of the extent and products of the auriferous region, the *St. Louis Democrat*, of Nov. 30, 1858, says:

"Multiplied narratives, from the trapper who first saw the glitter in the sands to the latest adventurer, returning with the yield of a summer's prospecting, all attest the richness and extent of the gold beds formed by the washings of the eastern slope of the Rocky Mountains. Along the banks of Cherry Creek,

the Fontaine qui Bouille, the South Platte, and smaller affluents, in the vicinity of Pike's Peak, surface explorations have shown an abundance of the precious metals mingled with their deposits amply sufficient to repay constant toil, even with the rudest instruments. Further along, faint rumors come to us of still more alluring indications upon the western slope, in the Three Parks, and southward among the huge formations that skirt the Rio Bravo del Norte. From research so far made, from geological evidences, from traditionary stories, and remains of a former civilization, *we have no room to doubt the general auriferous character of the whole central elevation of the continent.* The Sierra San Juan is known to possess greater variety of precious stones, minerals, salts and earths, than any other of the Sierras of the interior. The partial exploration of its treasures prepares us to hear of developments among its gulches unsurpassed in the world. A recent lecture upon physical geography, delivered by Col. Wm. Gilpin, a gentleman better informed of the resources of that region than any other in America, assumes that *Gold will be found there in solid mass*, just as iron is found at the Pilot Knob or Shepherd Mountain! And we see no reason to doubt it, but every reason to believe it. Still less should we be surprised to note discoveries of the garnet, the topaz, the amethyst, the emerald and the diamond, more abundant than those of the great mountain chains of Europe and Asia. \* \* \* Here, therefore, is a field ripe with the harvest, and ready for the gathering. Who shall number all its treasures? How shall we take an inventory of all its wealth!

With the opening new year, when the grass grows

green, and nature assuming there her garment of rare loveliness, shall invite to the exploration, what a scene of industry will be witnessed in that now silent Territory. More than twenty thousand men will be toiling, digging, searching through every nook of that great volcanic section—climbing the mountains, penetrating the valleys, turning the streams, breaking the rocks, burrowing the earths, polishing the stones, smelting the silver, gleaning the gold from every crevice. The throng of wagons and accumulation of provision, and collecting of herds and flocks along the western lines of present settlement, will resemble the outgoing of an army of invasion. \* The West—the far West—the Great West, will loom up in the eye of the nation, in proportions of immeasurable grandeur. Where the deer and the elk now frequent, cities will spring up within this year, rivalling those of the Valley, and the buffalo path will turn into highways for hurrying merchandise. The tradesman who can now get together scarce enough in his narrow home to buy an outfit, will return the millionaire of a new gold field, or the shrewd realizer of successive bubble town lots. The ox-driver will merge into the proprietor of the express line; the farmer's boy will boast the possession of a ranche, with cattle on a hundred hills. Nor will there be wanted dark lines in all this gilded pageantry! The broken gambler, the youth whose bright hope has been extinguished in crime, the impoverished miner whose 'bad luck' has become the proverb of his associates, the husband, the father, the child, returning to plant the willow over the graves of those for whose sake he struggled so bravely after fortune—all these will mingle in the panorama. And yet the good will surpass



the evil, the gladness be greater than the sorrow, the contribution to national progress far transcend the cases of individual suffering. Altogether, it is a contemplation to rouse the spirit, and make us proud of our country and our time. What other land can hold out such unspeakable inducements to thrifty toil?"

From what is known of the geology of the country, and the peculiar physical phenomena of this mountain formation, have we not reason to believe that the auriferous deposits already discovered, are but the outcroppings of a metalliferous region, superior to California or Australia, and that we are in the incipient development of the richest mineral deposits on the globe?

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#### SOIL AND CLIMATE—PROSPECTS FOR FARMERS— MARKET PRICES.

The valleys of the Platte and Arkansas Rivers and their tributaries are generally of an alluvial formation, the drift soil being from one foot to four feet in depth. North of the Arkansas River, the Platte valley is the most extensive, most fertile, and generally well timbered. Some portions of the Cherry Creek valley is well adapted to agricultural purposes, the soil being a light, mellow, sandy loam. Cherry Creek is about 50 miles in length, and its valley is auriferous throughout its entire length, as are some of its tributaries. Thirty miles below where the Platte leaves the mountains, it receives Cherry Creek.

Mr. Simpson, the 'oldest white inhabitant' of that region, in speaking of the agricultural portion of that country, says it is not very extensive, being only such lands as lie along and are contiguous to the rivers and

creeks. The bottoms are rich, and generally well timbered with cottonwood and white oak. For stock raising he says the whole region cannot be surpassed, "millions of cattle may be maintained the year round without 'feed,' nature having provided the most nutritious grasses for their sustenance. The climate is mild and salubrious near the mountains, and no part of Kansas Territory can offer greater inducements to stock raisers and settlers generally."

Oscar B. Totten from St. Louis, writes from Cherry Creek: "The farming land is good, rich in soil and extends along the Platte and Cherry Creek Valleys for 100 to 140 miles.

John L. Bucl writes "the soil in the valleys is generally good farming land."

French and Dickson, members of the Lawrence Co. say "the valleys are excellent for farming purposes, —the soil being light, mellow and quick."

M. G. Preston says "the bottoms are of the most fertile description, and the upland is auriferous, filled with decomposed quartz and gravel.

A gentleman from Atchison, Kansas, writing from Cherry Creek, says "the country is as fine an agricultural one as you will find anywhere. It is much better timbered than the eastern portion of Kansas, and the timber is a better quality. Pine, spruce, oak, and cottonwood abound. Specimens of iron ore have been found by many persons, but the miners are after a richer metal, and pay no attention to it. Advise everybody to bring along plenty of provisions, for they are very high, and scarce here."

We quote the foregoing extracts and opinions, respecting the productiveness of the soil, and leave far-

mers to judge for themselves. If experience prove the statements to be true, then the plow and the scythe will yield a better return to those who use them, than the pick and pan will, to the same number. Farmers will find a ready market and high prices, for everything they can produce. Domestic animals, seed wheat, corn, and vegetables of all kinds will be scarce and high. Who will supply the demand here created by the rapid influx of an hundred thousand persons into a region of country heretofore almost uninhabited—a territory the settled portions of which are yet scarcely self-sustaining? It certainly becomes the more thoughtful and provident to devise means for the sustenance of these hungry thousands, else great suffering must ensue; for though the land were literally paved with gold, the stomach must be fed!

The following were the prices at the mines, in Dec.: Flour, from New Mexico, per 100 lbs. \$15 to \$20. Bacon 30c; Coffee 50c.; Sugar 50c.; Tobacco \$5; Whiskey \$8 to \$12 per gallon.

The climate is very similar to that of the New England States, in the same latitude, but owing to its elevation, snows fall earlier in the fall, and later in the spring. The Parks of the Rocky Mountains lie south and west from the gold region, and are represented by Fremont, Kit Carson, Williams, Goodale, and other explorers and voyageurs, as being very mild in winter, affording an abundance of food for stock during the entire winter season, and as abounding in wild game of various kinds.

The South Park is within the principal range of the mountains, and is 150 miles in length by about 75 in

width, and as will be seen by the map, is the sixth in the succession of Parks, from north to south.

The Colorado Platte, Arkansas, and Rio del Norte, all have their sources within the boundaries of this Park, and the canyons leading therefrom. This seems an isolated little world, carpeted with wide-spreading fields of grass, variegated and embroidered by nature, with myriads of flowers of every hue, while here and there are interspersed the grand old forest of the high-towering pine, and the less pretending cedar and fir tree. The red man of the forest has here had undisputed sway, and beside him the principal inhabitants of these Parks, are the immense herds of buffalo, deer, elk, antelope, and occasionally the mountain bear. But "westward the star of empire takes its way."—the civilized and energetic "pale faces" have fixed upon this as an important and desirable point, and soon will be heard in the mountain passes, the hurrying tread of moving thousands, and the red men and wild beasts of the forest will disappear before the march of civilization, like dew before the morning sun, and this beautiful Park will soon be transformed into the habitations and happy homes of thousands, of peaceful and industrious citizens.

In the summer season, showers are frequent, and the breeze from the mountains, is cool and pleasant. No sickness occurred at the mines last year, and old mountaineers say they know nothing about sickness.

The water is rapid, clear, cool, and healthy. The banks of the streams have more or less timber, sufficient to beautify the landscape, and to supply the demand for fencing, fuel, and building purposes.

## STREAMS AND TIMBER.

The following are the names of the different streams in the gold regions :

Fish Pond Creek, Black Squirrel Creek and Fontaine qui Bouille, from which form the head waters of Smoky Hill Fork. The Fontaine qui Bouille rises within three miles of the base of Pike's Peak.

Then there is Vaccus Fork, Thompson's Fork, Cache la Poudre, Crow Creek, Beaver Creek, Quick Sand Creek, and Cherry Creek, most of which empty into the South Platte, some one or two running into the Arkansas.

From the mouth of Cherry Creek to Pike's Peak it is seventy-eight miles. You go up Cherry Creek thirty-five miles ; thence across to Fish Pond twelve miles ; to Black Squirrel nine miles ; to Jim's Camp twelve miles ; to head of Fountain qui Bouille ten miles ; which is at or near Pike's Peak.

Cherry Creek is in Arrapahoe county, Kansas, about forty miles south of the Nebraska line. Officers for the county are there, and are established at the mouth of Cherry Creek, at Denver City.

About one-fourth of the gold region is covered with timber. Pine trees of immense size, and in large tracts grow along the base of the mountains, and the spruce is scattered along the mountain side. Some of the streams are skirted by timber, and upon the plains there are large groves of noble great pines, that shoot up an hundred feet high, clear of limbs and straight as an arrow. Hard-wood timber is not abundant.

## HOW DOES MINING PAY? TESTIMONY OF THOSE WHO HAVE TRIED IT!

This is a very important question, and one which we shall answer by quoting the statements of those who have given the results of their experience in the mines.

Captain Russell, of the Georgia company, who has been at Pike's Peak two seasons, and whose name is somewhat identified with the gold excitement, advises those who go, not to be too sanguine of success—some are doomed to disappointment. He says "there were some in the miners who were realizing sixteen dollars per day—others ten, many five and upwards, while others could not get for their day's labor three dollars. His own company were averaging from ten to sixteen dollars."

Mr. Rickman, from Council Bluffs, Iowa, says that the miners who have been there long enough to get permanently located and at work, are making, without the aid of Long Toms or Rockers, from two dollars and fifty cents, to twenty dollars per day. While Mr. Rickman was there, he saw three dollars and fifty cents worth of gold washed out of a single panful of dirt.

Samuel J. Curtis, Esq., from the same place, son of U. S. Senator from Iowa, writes from Cherry Creek, under date of Oct. 30, 1858: "Gold is found here everywhere, in small quantities, but the best diggings are on Dry and Cherry Creeks, and cannot be worked at present, owing to the scarcity of water. The ice is running in the mornings, but still the miners are making in these diggings, (which would not be



PROSPECTING AT THE MINES.

NOV 18 1858

CHANDLER & HOSLEY, ST. LOUIS.





worked in the spring or summer,) from two to five dollars per day."

John Graves, of the same place, writes: "We found the earth pretty much impregnated with gold, more or less. Up Cherry Creek and other branches, it will pay in almost any way you choose to work it."

Mr. Albert G. Baber, son of Colonel Baber, of Jefferson, Mo., says: "I am perfectly satisfied that there is as much gold here as there is in California. Men are making ten to twelve dollars per day with a rocker."—"There are now about five hundred men in this vicinity, all well pleased with their prospects. Some eight or ten have gone back to bring their families in the spring." In the conclusion of his letter, Mr. Baber intimates that he has a better show where he is, than when he went to California. He was in excellent health and building himself a cabin to winter in.

Mr. Young, who returned to Council Bluffs last fall, exhibited a quantity of gold dust which he had washed himself, and stated that he had made as high as \$11 per day with the very rudest of implements.

The following are extracts from private letters received at Leavenworth and Kansas City, written by parties who went out last fall, 1858, to winter in the mines:

November 2, 1858.

I saw what gold was washed from six pansful of earth. I should judge it to be worth \$3. There is gold here, and in quantities to pay largely in the spring, when we can use sluices. Men are making from \$3 to \$8 per day with pans.

G. N. WOODWARD.

Nov. 2, 1858.—I have only time to say come along  
—the gold is here sure.                      DAY. KELLOG.

SOUTH PLATTE, November 2.

We have found gold on all the streams where we have prospected, on the Fontaine qui Bouille, on Cherry Creek and on the Platte. The question is at length settled with us, it is a fixed fact that there is gold here. Immediately at the crossing of Cherry Creek one of our men washed out, as we were nooning, some eighty cents, and that too, in an old prospect that had been deserted by the Georgia company. H. L. BOON.

November 5th, 1858.

We are not sorry for coming out here, for in the first place it is the most lovely country you ever saw. To our right there is a range of mountains where the Platte river emerges. It must be a most beautiful sight in the summer. Gold is found everywhere you stick your shovel, paying from five to ten cents the pan while prospecting, and there is no doubt but what it will pay from ten to twenty dollars per day to the man.

As I remarked above, gold is here plenty, and as soon as spring makes it appearance, the whole world will be in a blaze of astonishment at the riches that will be taken out of the earth.                      H. MURAT.

W. D. McLain writes from Cherry Creek, "There is plenty of gold here. It averages, where I am, ten cents a pan, and old miners say the return can be doubled or tribled, with a sluice or long tom."

A. J. Williams, of Crescent City, writes from Auraria: "We are making from \$2 to \$15 per day with pans, which old miners say is far ahead of California."

John Harrison, of Belvidere, Ills., who was in California in '52, and at Cherry Creek last fall, says he scraped some earth from the bank of the Platte, with a small pan, and washed from it \$1 50 in two hours, and at Cherry Creek, his washing averaged him 12 1-2 cents per pan. He thinks the prospects better than in California, and can be washed with so much less expense. He returns this spring with a large company.

L. J. Winchester, Esq., formerly of Kansas City, writing from the diggings, November 25th, says: "Upon investigation we find to our joy and satisfaction that we can dig nowhere in this vicinity without finding more or less gold."

Hon. D. S. Richards, formerly a member of the Omaha City Council, says, he "washed out of one hole in one day almost \$4, and carried the dirt half a mile.

Oscar B. Totten, from St. Louis, says "The gold is here, and men were making, on the last of November, from \$8 to \$12 per day with pans and rockers, but the best prospects have been found in the mountains, and cannot be worked till spring on account of the weather and water. This will prove a second California, I have no doubt; and I think we will have a population of 50,000 persons, by next fall. All that are now here, are satisfied with the prospects and the country."

Messrs. A. French and T. C. Dickson, members of the company that went out from Lawrence in the spring of '58, and spent several months in the Gold Region, say "The gold is generally found at a depth ranging from six inches to as many feet below the surface. This drift yields from ten cents to one dollar per pan,

and they have seen as high as \$3 per pan taken out." With improvements of long toms, rockers, &c., from \$30 to \$50 per day may be obtained.

John Scudder, from Glasgow, Mo., says "There are a great many old miners at work on Cherry Creek, and all are well satisfied with the prospects."

F. R. Grider, from Carrolton, Mo., says "Twenty dollars have of late been taken out here, on the Platte, to the man per day, with long toms. One party have averaged ten dollars per day, each, for six weeks."

J. S. Miller, of Dauby, Tompkins county, N. Y., says "with pans his company made from two to five dollars per day, each, but with proper machinery could make twenty to thirty dollars each."

S. R. Brown, of Omaha, says "miners here average from four to five dollars per day; with long toms, sluices or rockers, they could make at least five times as much."

Mr. Stocking, who owns a farm back of Platts-mouth went out last season, "prospected in more than one hundred places, and found gold every time he looked." He is so well pleased with the prospects of the country that he has come back to close up his business, and take his family out this spring.

E. R. C., from Leavenworth, says he "has explored the Platte River, Cherry Creek, South Platte, Rio Grande and Colorado, has been through the South Park and surveyed the base of the mountains, and in no place has he failed to find gold in digging."

Favorable reports are also made by J. T. Parkinson, James Reed, John Harris, Chas. Dallah, P. T. Bassell, the P. P. Mining Co., Capt. Wm. Smith, of Johnson county Mo., Louis E. Chaffier, Wyandott City,

Valorous Ashbrook, St. Louis, A. Greening, from Leavenworth, C. Nicholls, from Lawrence, Messrs. Connelly, S. R. Brown, Steinberger, and Hon. D. L. Richards from Omaha, Messrs. Reed & Rickman from Council Bluffs, E. P. Stout from Washington, county, Mo., &c., &c.

The following letter was sent to Gen. Easton, who vouches for Hartman's responsibility. Mr. Hartman made *nearly \$1,000 a week*. He writes from Cherry Creek, December 29: "I arrived at Leavenworth City yesterday, and as everybody is contributing to your paper something from Cherry Creek gold diggings, I thought I would tell you what I did while I was there. I arrived on the 20th of August, and prospected through the country for some time, and at last struck a vein about twenty-nine and a half miles south of Cherry Creek that in richness exceeds anything that had been discovered. I dug out of this vein, in twenty-five days, \$3,000 worth of gold, and the vein did not seem to be exhausted in any degree.

Yours truly, JOHN HARTMAN.

#### REMARKABLE GOLD DISCOVERIES.

[From the Leavenworth Times, December 24.]

Quite an excitement was created in the city yesterday by the arrival of James Blackstone, one of Russel, Major & Co.'s wagon masters, with several nuggets of gold, concerning the discovery of which the following account is given:

Mr. Blackstone was in charge of a return train, with which he arrived in the vicinity of Ash Hollow on or about Nov. 22d. He here indulged in a Buffalo hunt and after an exciting chase, went to a small lake about six miles from Ash Hollow, on the Platte River,

for the purpose of getting a drink. He was here surprised by deposits of gold in the sand, over ninety dollars of which he picked up in a few hours. One of the nuggets alone is worth twenty-two dollars, and can be seen at the store of Russell, Majors & Waddell, on Main street, Leavenworth.

The following letter is from an industrious, hard-working young farmer, who left Jackson county, Mo., last fall, and he writes this to one of his old neighbors, Mr. Barton, a farmer residing near Kansas City. It contains full and minute details of the mines, scenery, society, country, game, trades, and other interesting particulars:

MONTANA, Dec. 12th, 1858.

DEAR SIR:—I suppose that ere this you have heard so many conflicting accounts in regard to the new gold mines, that your brain is sorely puzzled to know which side of the story to believe. I shall endeavor to give as correct information as possible; taking into consideration the short period of time I have been here, the bad weather that has intervened, and the fact that a great portion of the time I have been suffering severely from a frozen foot. I know there are many who were doing well in the States, who came out here with large expectations. Who, because they could not back their wagons up to a hole and fill them with gold, have become immensely discouraged, and have either written back that it is a humbug, or have gone back with lugubrious countenances, cursing the country and the fates that brought them out here. Good—let them go—we want no such chicken hearts among us.

We all know that as yet the source of the gold has not been discovered. The Georgia company acknowl-

edge that they know of rich diggings, and have in their possession the finest gold that is here, but they will not tell where they are until spring. Last week a company came in from Table Mountain, 12 miles distant, who report very rich diggings. According to their statement, the bed rock is five feet below the surface, where the dirt pays 50 cents to the pan, and the dirt from the surface down is all pay dirt—that on the surface paying from 2 1-2 to 5 cents to the pan. A great many have gone over to take claims for the spring. The Company are engaged in digging a canal two miles in length, to furnish water for toms and sluices. Rich mines of shot gold have been discovered about 30 miles to the north of us, on what is known as the Coche le Pool river. The dry creek diggings pay from \$2 to \$5 per day to the man; but the fact of the matter is this: water is so scarce everywhere that it is impossible to tell, with any degree of accuracy, what any of the diggings will pay. The weather has been so cold that all the streams are frozen over, and miners prefer remaining in their cabins or hunting, to doing anything else. It is my opinion that this is the richest gold country that has ever been discovered.

I am not one of those who expected to load government wagons with it in a day or two and start home, and all those who expect to come here and pick it up like pebble stones, had better stay at home if they can make 25 cents per day. But for those who can and will work, this is the country, and to such I would say come, there is room enough for all, and plenty to spare. Another peice of advice I would give, is this: Let all who anticipate coming, bring every necessary article with them that they can carry.

Prices here are exorbitant, and will be higher in the spring. Good clothing, provisions, medicines, building hardware, sheet iron, books stationary, and such articles will sell readily. All kinds of mechanical trades will do an excellent business here. At present, we have but one watch maker, one gun smith, three black smiths, and some few carpenters among us, and they are steadily employed, although they have but few tools with them. It is impossible, in the limited space contained in this letter, to give you anything like an adequate description of the country, its merits, or its prospects ; but I suppose that ere this you have seen and heard so many reports, that you have finally made up your mind, one way or the other. We are perfectly satisfied to have some go back discouraged, for without them there would be but one side to the story, and they will probably defer some lazy, good for nothing loafers from coming here—a blessing most devoutly wished and prayed for. Let working men come, and they will be welcomed.

The air is pure, health excellent, prospects fair, and scenery delightful. Add to this, the abundance of game, and you can tell how a man can live. The lack of reading matter, and that social intercourse that exists where there is female society, is a draw-back that we hope will be remedied during the coming season.

Yours, Respectfully, THOS. WARREN.

#### WHO SHOULD GO TO THE GOLD REGION?

While it is probable most persons will have decided this question, before they read these pages, yet peradventure we may influence a few—hence to *those few* we will speak.



Those who are doing well enough now—who are living within their means, and daily laying by a little, we would advise not to go. The husband and father who has a family dependant upon his efforts for a support, and who has business that yields him a support here, should not exhaust his slender means, and run himself in debt, with the hope of making a fortune in a year or two, especially if he must have his wife struggling alone with poverty and sickness, and his children without his support, protection or advice; again, those cannot go with a determination to push through thick and thin, at all hazards, to camp out upon the prairies or the mountains, and to endure the hardships and privations that others have undergone, have no business at the mines. But the young man, whose hands are free—who has a strong constitution and stronger moral courage; who has no permanent paying business in the States—let such go and with industry and perseverance he may reap a golden reward. All who have investigated the matter, agree in the belief that in the South Park, at the head waters of the Rio Grande, Colorado, Arkansas and South Platte, will be found a new Eldorado, the extent and richness of which not even the most sanguine have ever dreamed, in their brightest imaginings.

In conclusion, on this subject, we would advise the reader not to be too sanguine of success. All will not be equally successful—some are doomed to disappointment. Therefore, let each make up his mind to be content with a moderate gain, as a result of persevering toil and severe hardships, and if by chance he should be among the most successful, the pleasurable emotions experienced will be proportionably greater.

## WHERE TO FIND THE "PAY DIRT," AND HOW TO WASH IT.

Gold has been found in various localities, along the eastern slope of the Rocky Mountains, from parallel 38 to parallel 42, and thus far in shape, what the miners call "dust," "scale," and "shot" gold. That found on the south fork of the Platte and its tributaries has been principally dust, and scale varieties, while the shot shaped particles are found upon the Arkansas near its source, and upon its tributaries. The mines that have paid the greatest profit, thus far, are on Cherry Creek, from 60 to 80 miles north from Pike's Peak.

Miners generally strip or remove from two to six feet of the earth, when they come to a strata of gold-bearing earth, which is called "pay-dirt." This varies in thickness from six inches to ten feet. This stratum is sometimes sandy, and in other localities boulders are found, weighing from 1 lb to 100 lbs.

The "pay-dirt" is shoveled into a pan or wheelbarrow and taken to the nearest water, where it is placed in pans, cradles, or long toms. The rocker or cradle, in shape and size, resembles a child's cradle; about six inches from the top is a drawer, the bottom of which is made with tin or iron, perforated with holes like a cullender; into this drawer the earth is thrown, water being plentifully applied to it so as to loosen the substance. By rocking the cradle, the earth becomes thin, and sinks through on to a tray below, placed in a slanting direction with a ledge at the end; and by constant rocking, the particles of earth are held in solution, by the water, and wash out into the river, while the mineral, from its superior

gravity, sinks on to the tray, where the ledge arrests it. The upper drawer containing the large stones and fragments of rock, being removed, the under tray is then taken out, and the results of the washing are seen near to the ledge, where minute particles of gold dust, grit, and some grains of black sand are usually observable. The gold and refuse mixed with it, are then put into a baking tin and re-washed carefully, the black sand being usually abstracted with a magnet, or blown off sheets of paper by the breath; however, some who work on a larger scale, use a more economical but expensive apparatus of quicksilver, which, by the force of attraction, separates the refuse particles, without the slightest loss of the precious metal. The working of a cradle requires from three to five persons, according to the character of the diggings. If the "pay dirt" is rich and easily obtained, three are sufficient. Twenty-five buckets of dirt are generally washed through, and then the sediment "poured out," or washed in the same way as when prospecting. This generally requires about ten minutes time, of one person, in the meantime the others rest themselves, anxiously watching the ridge of gold, as it rolls up with the black sand at the bottom of the pan. After the result has been investigated, and commented upon, another cradle full is washed, and so on the day through.

The auriferous soil is packed to the stream in pans, boxes, bags, wheelbarrows, and upon the backs of mules. Leather and India-rubber hose has been introduced in California with success, and there is no reason why the same could not be advantageously used in these diggings in many localities. Those who can, had better take a few yards with them.

In the mountains and in numerous places along the bluff, quartz rock has been found, in strata and veins, but as yet none has been discovered that yield as profitably as the mines. A quantity of Cherry Creek gold has been assayed by Messrs. Sewell, Ferris & Co., of New York, who report the following: "Fineness 870½ thousandths; loss of weight in melting 2½ per cent.; value after melting \$20 06 per ounce."

The principal diggings are on the north side of Cherry Creek. Several towns have been laid out, and some of them promise to be places of size and importance. Auraria, seems to have the lead in location and population. It is the county seat of Arapahoe county, and the crossing of the most important roads leading from the States, from Fort Union, Laramie, Salt Lake, Bridgeley, Taos and Santa Fe. A printing office, several saw mills, stores, &c., will be established there early in the spring.

#### NEW TOWNS, AND PUBLIC IMPROVEMENTS.

Montana, a thrifty new town is on the Platte, 6 miles above Auraria. Besides these are Danver City, Pike's Peak City, Point Isabel and St. Charles. At Point Isabel an exchange office and gold dust agency with a capital of \$28,000 will be established, also a printing office, steam saw mill, stores, shops, &c., &c. We infer from the character of the parties interested, that this will be an important and substantial town.

From the advices received since winter commenced, we infer that the 800 to 1,000 persons who are spending the winter at the mines, will have a good portion of Cherry Creek valley laid off into towns by spring. We have seen some beautifully printed "Certificates

of Shares" in those new towns, which are being sold throughout the States, but we advise all persons to let town lots alone until they know something about the titles and the prospects of the town.

A number of saw and flouring mills will be established on the mountain streams early in the season. A reasonable number of house carpenters, blacksmiths, cabinet makers, shoemakers, tailors, and harness makers, would do a good business at their trade. Of course some daguerrian artist will be shrewd enough to go. His stock should be for taking melainotypes and photographs for sending by mail.


Messrs. Johnson, Blake and Williams, of Crescent City, were the pioneer Merchants of the New Eldorado, having taken out the first and most extensive stock of goods, and we have no doubt they will continue in the lead, in that line.

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#### ROUTES OF TRAVEL FROM THE EAST.

We here present the names of Railroads making up the principal great Through Routes, between the East and the West. Fare is lower, on 2d class cars or Emigrant trains; but by taking Express Trains, the traveller is more certain of making sure connections, and may save a day or two, in time. Get Through Tickets, and thus save time and avoid delay.

From Northern New England, passengers will take the N. Y. Central or N. Y. & Erie R. R. to Buffalo; there connect with the Canada, Buffalo and Lake Huron, and the Great Western Railroad, through Canada, to Detroit, thence by Michigan Central to Chicago; or from Buffalo by the Lake Shore and Michigan Southern RR. to Chicago; or you can ticket through from

any point East, on this route, *via*. Detroit or Toledo, to St. Louis.  See Routes from St. Louis.

From Detroit or Toledo, you can take the Wabash Valley RR. to Springfield, Ill., thence the St. Louis and Chicago RR to St. Louis; or, from Springfield to Naples by RR., thence to Hannibal by stage; (the cars will soon be running from Naples to Hannibal,) thence, by the H. & St. Jo. RR. to St. Joseph, Mo.

From Portland, Bangor, Montreal and Canada, take the Grand Trunk RR. through Toronto, Stratford, &c., to Detroit; thence as above.

From New York, New Jersey, and Pennsylvania, take the Pennsylvania Central RR., and the Pitts. Ft. Wayne and Chicago RR. to Chicago; or leave the latter road at Crestline, thence through Bellefontaine and Indianapolis, *via*. the Terre Haute Alton & St. L. RR. to St. Louis.

From Baltimore, Washington and points farther south, take the Baltimore and Ohio, to Parkersburg, there connect with the Marietta and Cincinnati RR., thence by the Ohio and Mississippi to St. Louis.

From Chicago, the best and most direct route, through Iowa, is *via*. the Chicago & Rock Island, and Mississippi & Missouri Railroads, to Iowa City; thence by Western Stage Company's Line, to Council Bluffs. At all the Eastern offices, tickets can be procured, over this route, through to the Mines. See advertisement of C. & R. I. RR.

From Chicago, *via*. Burlington to Fairfield, by RR. thence by stage, to Council Bluffs, or Nebraska City, a route is advertised; and another

From Chicago *via*. Clinton to Cedar Rapids, by RR. thence by stage to the Missouri River.

One of the most direct and speedy routes, from Chicago to St. Joseph, is *via*. the Chicago, Burlington and Quincy RR. to Quincy, thence by boat to Hannibal, thence by Railroad through to St. Joseph. Passengers can ticket through on this route, from the principal Eastern cities. See adv't of H. & St. Jo. RR.

From Chicago, and Northern Illinois, *via*. the Ill. Central RR., connecting with the Terre Haute, Alton and St. Louis RR. at Pana, is a good route to St. Louis. See adv't of T. H. A. & St. L. RR.

From Chicago to St. Louis, the shortest, and most direct line is the Chicago and St. Louis Railroad, being almost an air-line between these two important cities. This line connects promptly with the Pacific RR. and North Missouri RR., and the Packets, at St. Louis for the West. E. B. BROWN, Gen. Agent, and the managers and conductors, are prompt business men, polite and attentive to the wants of travellers. See Map and adv't.

The shortest and best route from Cincinnati to St. Louis, is the Ohio & Miss. Broad-Guage RR.,—with sleeping-cars, complete equipments, and gentlemanly officers and conductors. See adv't.

From New Orleans, Jackson, Miss., Vicksburg, Memphis, and all points south, a new route has recently been opened, *via*. the Miss. Central & Tenn. RR. and connections, making the trip between New Orleans and St. Louis, in 62 hours!

#### ROUTES OF TRAVEL, FROM ST. LOUIS.

From St. Louis, you have a choice between 5 routes :

1. By the Pacific Railroad to Jefferson City, thence by the Lightning Line of Packets, to all points above;
2. By Pacific Railroad to Tipton, (present western

terminus,) there connecting with the Western Stage Company's Line, to Independence, &c. (Milo June, is Gen'l Agent of this line, at the Tipton Hotel. The Railroad will be opened to Syracuse, 6 miles beyond, early in the spring, after which the Western Stage Co's General Office will be at Brayton's Hotel, Syracuse.

3. By Packet, from St. Louis to St. Joseph, Atchison, Leavenworth Kansas City, Council Bluffs, &c.—

4. By Packet to Hannibal, thence by the Hannibal and St. Joseph Railroad, to St. Joseph, (the best outfitting point west of St. Louis.)

5. By the North Missouri Railroad. This is the most speedy and *the only all Railroad Route* between St. Louis and St. Joseph, or any other outfitting point, on the frontier. See advertisement.

Through the perseverance and indomitable energy of Maj. R. WALKER, Chief Engineer and Sup't., the North Missouri R.R. has been pushed steadily forward, notwithstanding the financial crisis, and is completed to its junction with the Hannibal and St. Joseph R. R. This important iron thoroughfare has been finished in 'the very nick of time' for the accommodation of the tens of thousands of passengers that are hastening towards the new Eldorado, who will find this to be the *fast line*, and T. C. SPOONER, Esq., Gen. Agent, and his attentive associates, just the men to care for the comforts, as well as the speed and safety of those passing over their road.

The claims and advantages of the several Routes of Travel worthy the patronage of the Gold Hunter, are properly set forth in our advertising pages. A list of the most reliable Newspapers and of good Hotels, on the several routes, is also given, herein—See index.





ALLEN'S HOTEL, ST. JOSEPH.



Thus it will be seen there are five routes by which the traveller can leave St. Louis, westward; and seven by which he can approach the city, from the North, East and South—including the Packet Lines on the Upper and Lower Mississippi, the Ohio and Illinois Rivers, the Chicago and St. Louis Railroad, the Ohio and Mississippi Railroad, and the Terre Haute, Alton and St. Louis Railroad. The last named is one of the most deservedly popular routes to the city, as their monthly and annual exhibits of business clearly indicate. Their advertisement in this work gives full particulars of the road and its connections. The officers of this road—J. A. Raynor, Superintendent, Major B. F. Fifield, General Agent, and F. M. Colburn, Ticket Agent—are all gentlemanly, prompt and efficient “railroad men.”

#### RIVER PACKET LINES.

Regular lines of Packets have been established and are running between the following points:

Pittsburgh and St. Louis.

Cincinnati and St. Louis.

New Orleans and St. Louis.

All points on the Illinois river and St. Louis.

St. Paul, Galena, Dubuque, Davenport & St. Louis.

Keokuk Quincy, Hannibal, and St. Louis.

Quincy and Hannibal, Railroad Packet Line.

St. Louis and Hannibal, Railroad Packet Line.

St. Louis and Upper Missouri river, Railroad Line.

☛ These several Packet Companies are composed of reliable business men, and their boats the best that float on our western rivers, fitted up for the accommodation of passengers, and manned by gentlemanly and attentive officers.

## WHAT TO BUY, AND WHERE TO BUY IT.

You will everywhere find persons lying in wait to sell you a low-priced out-fit, and unless you are very cautious about making purchases, you will find yourself in possession of an inferior out-fit, which will prove worse than worthless to you. Our advice is, to trade with none but first-class, fair-dealing business men, and of every article you require, to *buy the best* and the most servicable.

In our advertising pages, will be found the names of business men whom we know to be reliable, and who have large stocks of goods, in their various departments, which they will sell at reasonable prices.

In the list of articles below, there are many things omitted, which the miner will in most cases, procure at home, such as a pocket bible, paper, pens, and ink, memorandum books, pencils, pins, needles, buttons, thread, scissors, combs, brushes, looking-glass, towels, fish-hooks and lines, garden and field seeds, medicines, court-plaster, &c. He should take at least six flannel shirts, three pairs heavy pants, three pairs stout kip boots, a heavy firm overcoat, and an India-rubber suit. Thus, he will be protected from all kinds of weather. This outfit is estimated to be a supply for four men six months, and is put at about the average cost.—We have included many articles in the following list, which can be dispensed with, and thus reduce the cost. Persons have left for the mines, this spring, on foot, taking in hand-carts an out-fit which did not cost over \$20 per man ; and the wheel-barrow man has gone, with still less. Every man will decide this question, to suit himself, and—his circumstances. See cards of Outfitting Houses, at the back of this work.

## OUT FIT FOR FOUR MEN SIX MONTHS.

ARTICLES.	TEAM.	WEIGHT.	COST.
Three yoke of oxen,.....			180 00
One wagon, (wooden axletree,).....			100 00
Wagon-cover, chains, yokes, &c.,.....			25 00

## PROVISIONS.

10 sacks flour,.....	1000	35 00
200 lbs sugar,.....	200	20 00
600 lbs. bacon, .....	600	60 00
80 lbs coffee,.....	80	12 00
50 lbs rice,.....	50	3 20
6 lbs tea,.....	6	4 80
10 lbs baking soda,.....	10	1 00
100 lbs dried apples,.....	100	9 00
20 lbs dried peaches,.....	20	9 00
80 lbs salt,.....	80	1 25
6 lbs pepper,.....	6	1 00
3 bushels beans,.....	180	4 50
$\frac{1}{2}$ bbl crackers,.....	40	3 00
1 ten-gallon water keg,.....	15	1 25
10 gallons vinegar,.....	100	2 50
10 gallons molasses, with keg,.....	115	9 00
1 box pickles,.....	50	5 00
25 lbs soap.....	25	2 00
1 box candles,.....	40	10 00

## HARDWARE.

8 picks,.....	60	7 00
4 shovels,.....	20	4 00
4 axes,.....	16	5 00
4 pans,.....	5	1 60
2 chisels,.....	2	1 00
2 augurs,.....	2	1 00
1 saw,.....	2	1 30
1 frower,.....	4	1 00
1 draw-knife,.....	1	1 00
1 skillet,.....	8	1 50
2 coffee pots,.....	2	1 00
8 tin plates.....		50
8 tin cups,.....		50

2 frying pans,.....	8	1 00
4 butcher knives,.....		2 00
12 knives and forks,.....		2 00
4 water buckets,.....		1 00
2 small tin buckets,.....		1 50
4 gold-pans,.....	3	2 00
Hobbles and picks to secure stock, pr. sett,		1 75
2 one-gallon kegs, with handles,.....		1 20
2 grass-hook, 50c; or a scythe for.....		1 50
1 pocket compass,.....		2 00
Miner's scales—weighing from 1 gr. to 1 oz.		1 25
60 feet rope,.....	8	1 50
2 sheets of iron,.....	20	3 00
1 pit-saw,.....	20	9 00
50 lbs lead,.....	50	5 00
10 lbs assorted nails,.....	10	50
5 gross matches, (exclusive of tin chest,)		1 25
Leather, for pump-valves, a ball of twine, &c.		

## GUNS, PISTOLS, &amp; C.

4 good rifles,.....	} The price depends upon the quality. See cards of dealers, who are prepared to supply the demand, at reasonable rates.
4 ten-inch revolvers,.....	
3000 water-proof gun and pistol caps,	
8 hunting knives,.....	
1 case of powder,.....	

## CLOTHING.

12 pairs heavy blankets,.....	60 00
3 pairs heavy pants,.....	12 00
3 pairs stout kip boots,.....	15 00
1 heavy overcoat,.....	10 00
3 flannel shirts, .....	4 00
4 pairs of socks .....	1 25

## INDIA-RUBBER GOODS.

Sack Coats, (black vulcanised,).....	\$3 to 6 00
Pantaleons, do .....	2 to 3 00
Overalls, do .....	2 to 3 00
Wading Pants,.....	10 00
High Boots,.....	6 00
Gun Cases,.....	75

Camp Blankets,.....	3 to 5 00
Tents,.....	15 00
Tent Robes,.....	10 00
Air-beds, pillows, and covers,.....	10 00
Pails, \$2; Flasks, 75c; Canteens, 75c; Cups, 75c;	4 25
Wagon Aprons,.....	2 50
Hose, for conducting water from streams to the dig-	
gings, internal diameter 1 inch, per ft.....	22
Do. Internal diameter 2 inches, per foot,.....	37
Do. do 4 inches, per foot, .....	70

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LUXURIES.

12 cans Oysters, (Maltby's best,).....	15 00
4 cans Fresh Peaches,.....	3 00
Half barrel bourbon whiskey.....	20 00
27 lbs chewing tobacco,.....	12 00
1 box smoking tobacco.....	3 50
2 dozen pipes and stems,.....	1 00

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## OUTFITTING POINTS.

SAINT LOUIS is the Great Central Outfitting Point, for Miners and western Emigrants. Being situated almost at the focus at which converge the Mississippi, Missouri, Ohio and Illinois Rivers ; and connected by Railroads with every portion of the East, North, South, and West, this city, as the Metropolis of the Mississippi Valley, has no rival in the West, in point of trade and commerce.

The Miner and Emigrant will find in St. Louis a greater variety and larger stocks of outfitting articles, more competition, and better goods at lower prices, than anywhere else west of New York ; and the reputation of the Merchants of St. Louis, for liberality and fair-dealing, is well established, throughout the West.

Many persons, now going to the Mines, have never been subject to the exposure incident to camp-life, or to gold-washing; and as *health* is of the greatest importance to all, especially after they have left the comforts of home, we advise them to fortify themselves well, by a good supply of clothing. Keep the feet dry, and the body warm. We have elsewhere referred you to dealers in boots and shoes, india-rubber goods, &c., and would here suggest that you will probably find the best assortment of coats, pants, vests, shirts, &c., at TICKNOR, ROBBINS & Co's, 128, N. 4th-st., St. Louis. Their stock is very large, embracing every garment you need in the way of clothing, and they sell at as low prices as the same goods can be bought for anywhere.

For every article in the Hardware line, we would recommend you to call upon CHILD, PRATT & Co., 139 and 141 Main street, St. Louis. This is the largest Hardware establishment in the West, and you can there



find every thing in that line, at reasonable prices.

The most complete Outfitting House in St. Louis, and probably in all the West, is WARNE, CHEEVER & Co., No. 25 North Market street. In their advertisement are enumerated many articles which the miner must have, and he will not find as good an assortment to select from elsewhere, nor better men to deal with.

There are many articles in an out-fit manufactured of india rubber, some of which are really indispensable. We allude particularly to overalls, boots, coats, &c.; and the hose will be found a good investment. Camp beds and pillows are made, which, inflated at night, make a very comfortable bed, and by day can be rolled like a blanket, and india rubber tents equally convenient. Let no miner or immigrant fail to examine the variety of articles made of this material, at the Great India Rubber Emporium of FARLEY, CLAGSTONE & Co., No. 10, North Main street, St. Louis. See advertisement.

Every miner should supply himself with at least a six months stock of boots, &c., and we know of no better place to get a first-rate article, than from GRANT, WALKER & Co., 66 Market street, St. Louis. They have a large stock on hand, made to order, especially for the Pike's Peak trade. See advertisement.

TEAL & Co., No. 10, South 4th street, have a large stock of wines and liquors of the choicest brands. Let Miners and immigrants examine their stock before purchasing elsewhere. They have also pickles, catsups, sauces, sardines, &c., which every company will need.

The engravings in this work were executed by Connor & Hussey, 4th st., and the map lithographed by Janicke & Co., Third street, opposite the P. O.

For Groceries and Provisions go to GOODRICH, WIL-

LIAMS & Co.'s, 130 North Second street, St. Louis, between Vine and Washington avenue. They have a very large stock of superb articles, from which the miner can procure a supply that will give satisfaction.

Ship your goods to the care of DEHAVEN & BURTON, Forwarding and Commission Merchants, 102 Second street, St. Louis. They are prompt and reliable business men.

EDWIN MEAD & Co., 50 Main street, have a supply of Rifles, Guns, Pistols, &c.

Wooden Ware, Tinware, Hardware, and a variety of articles a miner must have, will be found at BRAINERD'S, 108 Fourth street, head of Vine. See card.

We would refer those in want of Clothing to the card of P. L. VANDEVENTER & Co. Their stock is large. Call at 160 and 162 Main street.

Sheet Iron, Camp Stoves, Tin Plates and Tinware of all kinds, can be found at JOHN J. GILL'S, 237 Broadway.

T. J. ALBRIGHT & SON, No. 40 North Main street, have a good assortment of Guns, Pistols, Knives, &c., at the sign of the "big gilt double-barrelled gun." They have specimens of Cherry Creek gold on exhibition.

Those who prefer to start with teams from St. Louis, will get good substantial wagons of J. KERN, on Spruce street, betw. Second and Third, St. Louis.

At MENOWN'S Tea, Coffee, and Spice Emporium, 199 Broadway, you will find a good stock of those articles of the first cut; also roasted coffee, ground if you prefer, and in packages of any size. See their advertisement.

M. FREIDE, 211 Broadway, has an assortment of Revolvers, for miners' use. See his card.

## HOTELS IN ST. LOUIS.

The EVERETT HOUSE, on North Fourth street, between Olive and Locust, is a first-class House, in every respect, and centrally located. It has recently been thoroughly repaired and refurnished throughout.

The MISSOURI HOTEL is on Main street, a few doors above the Virginia Hotel, and only one square from the Steamboat Landing. This House is convenient to the largest business houses, and is a comfortable, home-like House, with good fare and satisfactory accommodations, at \$1.50 per day.

The REVERE HOUSE, Walnut street, between 5th and 6th, offers good accommodations at \$1.25 per day.

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CARRIAGE AND OMNIBUS FARE.

The usual omnibus fare, for each passenger, from the Depot, in any city, to the hotel or any other place, within the limits, is 25 cents, ordinary baggage included—every additional trunk, over one, extra. By procuring tickets from the Company's agent, on the cars, you avoid being overcharged, swindled or misled.

In Chicago, for one passenger, 1 mile or less, 50c; each additional passenger of same family or party 25c; any distance within city limits, over two miles, 1.50; one trunk and 25 lbs baggage included.

In Cincinnati, within old corporate limits, each, 25c; North of Liberty-st., within present city limits, 35c. one trunk and ordinary baggage included.

In St. Louis, 1 mile or less, 50c; over 1 mile and under 2, 1.00; over 2 miles 1.50 and 25c. for each additional passenger of same party—baggage included. From point to point, on regular omnibus lines, each, 5c.

## ST. JOSEPH AS AN OUTFITTING POINT.

This city possesses several advantages which the traveller will notice :

1. It is at present the only place on the Missouri river, above Jefferson City, that has a Railroad connection with all parts of the East, reducing the time, thus : From Cincinnati *via* Indianapolis, Lafayette, Naples and Hannibal to St. Joseph in 36 hours. From Cincinnati *via* Ohio and Mississippi R. R. to St. Louis, in 16 hours, and by the North Missouri and H. & St. Joseph Railroads in 16 hours, making the time from Cincinnati to St. Joseph only 32 hours. Thus the traveller can reach this point, 200 miles farther west than any other Railroad terminus, in about half the time, and at much less expense, than by other routes to other points.

2d. Of outfitting establishments here, are six extensive wagon manufactories, some of which receive supplies from Jefferson City, Alton and St. Louis, in addition to their own manufacture ; four saddle and harness manufactories, doing a very heavy business ; 4 flouring mills, 8 wholesale and 27 retail grocery houses ; 16 dry-goods stores ; 14 clothing stores ; 4 hardware, and 5 tinware establishments ; 1 of the largest distilleries in the United States, and 2 wholesale and retail liquor establishments ; 3 pork packing houses, &c.

If the facilities and advantages of St. Joseph, as an outfitting point, were sufficient in 1849, '50, and '51, to bring most of the California immigration here to outfit, when the whole route must be made by river or stage, certainly its advantages are rendered far superior now, by the increase in number and capacity of outfitting establishments, during the past ten years,

and the superior facilities for travel and transportation. There are now in St. Joseph ten good hotels and thirty boarding houses, furnishing good fare, at from \$2 30 to \$10 per week.

3d. The Route from St. Joseph to the Mincs. Here are two ferries—one to Elwood, the other to Bellemont; but we advise passengers to take the Bellemont Steam Ferry Boat—first, because it transports them four miles farther on the journey than the other, and at the same price; second, they thus avoid the bottom roads, which in wet weather are next to impassable; and third, they reach Bellemont by a very easy grade from the river, and find at Bellemont a wide-awake, humane people, with a good hotel, and a new and commodious warehouse, which is *free to all*. At Bellemont you are upon a plain coach road, which intersects the old California road half a mile from the ferry landing. The position of St. Joseph, Elwood, and Bellemont and the roads from these points, are shown by a diagram on another page. The road from Elwood, bears five miles west, to Bellemont. After the two roads come together you go west five miles to Troy; thence 7 miles to Wolf River; thence 11 to Claytonville; thence 30 to Richmond on the Nemaha; thence 34 to Maryville, on the Big Blue; 20 to Rock Creek; thence 30 to Patterson's Ranch on the Big Sandy; thence 22 to the Little Blue; thence 38 up Little Blue; thence 7 to Elm Creek; thence 32 to Fort Kearney; thence 37 to Plumb Creek; thence 43 to Cottonwood Springs; thence 74 to the crossing of the Platte; thence up the Platte (leaving the California main road which you thus far followed) 40 miles to the mouth of Pole Creek, and thence 96 miles to the mouth of Cherry Creek.

"Here, after traveling only 550 miles, over good roads, along which water, wood, and grass abound, you enter upon the illimitable, auriferous deposit, and it only remains for you to *gather up the dust*.

"Persons from the remotest parts of the Atlantic States can reach St. Joseph in 5 days; procure an outfit in 5; reach the mines with ox-teams in 30; prospect in 20; if not satisfied, can sell out to advantage and pack back in 16; and then return home in 5—making 81 days, or less than three months in accomplishing the whole journey."—*Gaz.*

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At ALLEN'S HOTEL, travellers will be well entertained during their sojourn in the city. The house is well arranged, and guests will find all the comforts of a home beneath its roof, and Mr. S. S. ALLEN, the proprietor one of the most accommodating and attentive of landlords. Passengers are conveyed from Boats and the Cars by Omnibus, free of charge.

ATCHISON, KANSAS, as an outfitting point, possesses the following advantages:

1st. *As to position*, it is situated on the extreme point of the western bend of the Missouri river, about midway of the river border of Kansas Territory, farther inland than any other river town, being 14 miles southwest from St. Joseph, and 12 miles west and 17 north of Leavenworth City, and half a degree west of the mouth of Kansas river, or Kansas City.

2d. *Eastern Connections*.—The most direct route for a large portion of the immigration to the Cherry Creek Diggings will be by the various Railroads to Quincy, Ills., thence by boats to Hannibal; or by the

North Missouri Railroad and the Hannibal, St. Joseph and Atchison Railroad, (which will be completed from St. Joseph to Atchison early in the spring,) until this road is completed, the connection between the two points can be made by boats or stage.

3d. *Her Outfitting Houses.*—Of these, the most prominent are Messrs. A. S. Parker & Co., Bowman & Blair, Chiles & Wiley, and J. E. Wagner, which are all heavy dealers in such articles as the miner wants.

4th. *The Route to the Mines.*—The great military road from Fort Leavenworth to Fort Kearney and Salt Lake, passes along the dividing ridge  $4\frac{1}{2}$  miles west of the town, and is easily reached by good roads. As an evidence of the practicability of the route west, we may mention that the Salt Lake mail, from St. Joseph passes through this city, and that 24 teams, composed, in total, of 775 wagons, carrying 3,730,905 lbs. of merchandise and requiring 1,114 men, 7,963 oxen, 1,286 mules, and 142 horses, have started from this city alone, during the past summer.

The Massasoit House, is large, commodious, well kept, and deservedly popular. We furnish an engraving of this House, on another page. Thyse who stop there, will find it A. No. 1., and the proprietor and his assistants gentlemanly and attentive.

The KANSAS VALLEY BANK is located at this point, and is the only chartered Bank in the Territory. Its capital is \$300,000, and its officers are W. H. Russell (of the firm of Russell, Majors & Waddell, government contractors)—President, and J. H. Fairchild, (formerly of Bridgeport, Conn., more recently cashier of Waverly Bank, Waverly, N. Y.)—Cashier. This Institution is managed upon conservative principles,

and by men whose character and financial ability is a sufficient guarantee, that the same will rank among the best banks in our country, and prove of great benefit and convenience to emigrants going to settle in Kansas or through to the mines.

LEAVENWORTH CITY, the first place of importance on the river, above Kansas City, is somewhat noted as an outfitting point. Russell, Majors & Waddell who have the contract for transporting government supplies to Utah, have here a very large outfitting establishment. They well know the wants of persons crossing the Plains, and are fully prepared to supply them, except, perhaps, tobacco, cigars and pipes, which will be found in great variety of the best quality, at Jno. H. Snedecor's, on Delaware street.

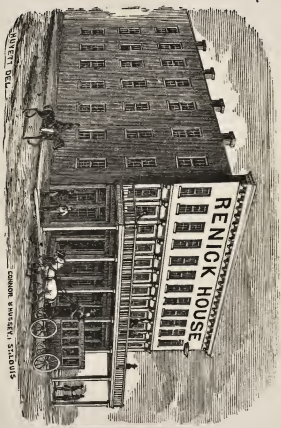
The Renick House, of which we give an engraving on the opposite page, is large, commodious and well arranged. Dr. RENICK and his assistants are gentlemanly and attentive, and do all in their power for the comfort of their guests.

The Planters' House, is also worthy the patronage of the public.

WESTPORT is 4 miles from Kansas City, on the Santa Fe road, and is a place of much thrift and enterprise. The great Santa Fe and New Mexico outfitting establishments of Bernard & Co., and Street & Baker, also the far-famed wagon manufactory of M. T. Graham, are located here. Those who prefer to outfit at Westport will find a Line of Omnibuses at Kansas City, that run to Smith's Hotel. (See advertisements.)

INDEPENDENCE is one of the old outfitting posts, for California and Salt Lake emigration, and the merchants understand what is wanted, and are prepared to





HUYETT DEL.

CORCORAN & HUSSEY, ST. LOUIS

RENICK HOUSE, LEAVENWORTH, KANSAS.



meet the demand. Those who stop there, will go to the Jones' Hotel, kept by Jesse Noland. (See Independence Outfitting Houses.) Those from the north side of the Missouri, who wish to pass through this city will find W. B. Crane's steam ferry worthy their patronage. His new and commodious boat crosses 25 loaded teams every trip.

KANSAS CITY, at the mouth of Kansas river, and being the eastern terminus of the Santa Fe, or Arkansas river route to Pike's Peak, should be one of the best outfitting points above St. Louis, but not having the names of outfitting merchants, nor a statement of their business facilities, therefore, in recommending miners to that as an outfitting point, we do so on the authority of the *Journal* and the *Metropolitan* published in that city. The cards of those who solicit the miner's patronage, will be found in our advertising pages.

At NEBRASKA CITY, are several large Outfitting establishments, but that of Russell, Majors & Waddell is not surpassed by any house of the kind in the western country. These gentlemen have the contract for transportation of government supplies to Utah and posts on the frontier, and their own business requires them to keep on hand an immense stock of goods, which miners will not overlook. The traveler will find these men and their employees gentlemanly and reliable, and can from them learn any further facts they may wish in regard to routes, &c. The *News* states:

"The best route from Chicago will be to take the cars from Chicago to Hannibal; then the Hannibal and St. Joseph road to St. Joseph; then the Missouri River about 120 miles to Nebraska City. There will

be a daily line of boats from St. Joseph to Neb. City.

DAVENPORT.—Many who go the Northern route, will procure their out-fit at Davenport. They will find the largest and best stock of tin and sheet-iron ware, camp kettles, camp-stoves, gold-washing pans, &c at Smith & Remington's, 2d st., East of Perry; Guns, pistols, amunition, knives, and all kinds of Hardware at J. C. Washburn's on 2d, near Brady; Clothing of all kinds at S. Perry's opposite the P. O.; Wagons at Andrews, on 4th st.; Groceries at Shipman's cor. Brady and 3d.

COUNCIL BLUFFS and OMAHA will be found by many the most convenient and advantageous points to outfit and to start from, across the plains. The best route to this point will be by the Chicago and Rock Island Railroad to Davenport; thence by the M. & M. railroad to Iowa City; thence by the Western Stage Company's Line to Council Bluffs. Through tickets can be bought at Chicago, or any points East. (See card of Chicago and R. I. R. R.) Or by railroad to St. Joseph and thence, by packet.

Of outfitting houses, the most extensive that we know of are Messrs. Tootle & Jackson, at Council Bluffs, and also of Omaha; and those of W. C. Andrus, Alden & Craig, and McBride & Bowen. Oxen, mules, wagons, &c., can all be procured at these places. A good, substantial steam ferry will ply regularly between these points. See adv't of Council Bluffs and Omaha Ferry.

CRESCENT CITY AND FLORENCE.—A new mail route has been laid out to Crescent City, which leaves the old through route, some miles east of Council Bluffs, and makes the distance for there from northern Iowa, shorter than to cross at the Bluffs. Johnson & Blake,

of Crescent City, and A. C. Pyper & Co., of Florence, have large stocks of outfitting goods, and a good steam ferry to cross between these points. Florence formerly old Winter Quarters, is the point where Brigham Young, and his followers, many of them left the river for Salt Lake. The road from Florence is due west to the intersection of the road from Omaha, and as a glance at the map will show, is more direct, than from the Omaha ; but the saving of distance between the two is unimportant.

SIoux CITY is the most northerly point that lays any claims to its advantages as an outfitting point, and we are not informed of the names of merchants, nor the inducements they offer. Much of the immigration from Northern Iowa, Southern Minnesota and Dakota, will take the river at this place for the Platte Valley route.

#### ROUTES FROM THE MISSOURI RIVER TO THE DIGGINGS.

Each route to the New Eldorado has its firm friends and its active enemies—their opinions depending principally upon the location of their residence and their interests. The Santa Fe or Arkansas river, and the Platte Valley or Fort Kearney, are the principal routes that will be travelled. New ones will be explored, but we doubt whether any other routes can be found possessing as few disadvantages as the two named above. Companies are forming to go out over the Smoky Hill Fork of the Arkansas, and others will take up the Republican Fork. They state that each of these routes are practicable and much shorter than the old travelled routes. However their opinions are not generally received by those who are best acquainted with the country.

## THE SANTA FE OR ARKANSAS RIVER ROUTE.

Of disinterested testimony we might mention that Capt. Parkinson's company who came in, in December, will return early by the Santa Fe route. Mr. Buesche of Chicago, advises all his friends to come by Santa Fe route, and save 180 miles over other routes. Edmonston's company say it is much better for spring emigration, as grass comes some three weeks earlier, wood is more plenty, and less sand.

The Kansas City *Journal of Commerce* says of this route: "The road is the best natural route in the world, and from the crossing of the Arkansas to this city, all the trade of New Mexico and the Government Forts passes over it. From the crossing of the Arkansas to the Huerfano, is the route of the California emigration and the mountain traders. There is abundance of wood, water and grass all along the route, and no more difficulty is experienced than in crossing the prairies of Illinois.

From the "forks of the Santa Fe road," there are two routes, the left keeping up the Arkansas, and the right making a cut off by way of the head waters of Coon Creek. This is called the "Dry Route," having no water, except in pools in the wet part of the season. This route is practicable in the early months, but after the first of July the other is preferable. In all portions of this route, in addition to wood, there is abundance of *bois de vache*, or "Buffalo Chips," which in dry weather, make an excellent fire, saving the trouble of wood chopping. By the help of a little rosin, it can be ignited at once, and burns with a rapidity equal to dry wood, and entirely free from odor of any kind.

THE PLATTE VALLEY OR FORT KEARNEY ROUTE, Was "first selected by nature's civil engineers, the buffalo and the elk, for their western travel." The Indians next made here their trail, which has since been the favorite route of mountain traders, and of California emigrants.

Mr. Majors, (of the firm of Majors, Russells & Waddell, Government outfitting contractors,) says the Fort Kearney road is the best natural road on the continent, and he believes it the best in the world. His opinion and judgment may be relied upon as correct. Wynkoop and Steinberger have passed over two routes, and say this is 200 miles shorter, and immeasurably better. M. M. Jewett, Wm. Larimer and other miners who have travelled both routes represent the Platte as being superior to that of the Arkansas.

In another part of this work we have given the tables of distances, best camping places, &c., on each of the routes that have been travelled. These tables are compiled from the most reliable sources, and we think will be found very nearly correct.

For most persons, the better way is to go with some conveyance by which at least a six month's supply of provisions and tools can be taken, as everything will be scarce and exorbitantly high priced at the diggings. Those who cannot go with a good outfit, had better stay at home! Many residing in the Western States will start from home with their own teams, and in some instances they can procure most of their outfit, to advantage, in their own neighborhood. Mules will make the trip quicker, and easier, and be of more service, in packing in the mountains and gulches; next to mules, oxen are preferable, and will best subsist upon

grass ; but do not take a team of American horses, if you can procure either mules or oxen, as they cannot perform the journey upon grass-feed, with certainty, and are of little value at the mines.

The Platte Valley route is (by many who have traveled both) deemed to be the best and shortest route that can be traveled. The several trails were explored by the Mormons, when they decided to emigrate to Salt Lake Valley, and that on the north side of the Platte received their unanimous approval.

Of this route, Lieut. WARREN, U. S. Topographical Engineer, in his official report to the Secretary of War, says :

“ Of all the valleys of rivers running into the Missouri, that of the Platte furnishes the best route for any kind of a road leading to the interior, and the best point of starting is Omaha City. An appropriation of \$50,000 has been expended on bridges, &c., on the eastern portion of it, and the only important improvement remaining to make it far superior to any route on the south side of Platte is the establishment of a good crossing of Loupe Fork, either by bridge or ferry, both of which are difficult ; the first on account of the width of the stream—100 yards—and the latter on account of shoals and shifting sand bars. The ford is bad, reason of quicksands. \$25,000 would probably make a good crossing to this stream, as the place is within the limits of the settlements. No road improvement in the West would be of greater value to the emigrant, or to military operations ; and this once done, the route would not only be the shortest in this latitude from the Missouri to the mountains, but would not throughout have any serious obstacles



all the way to the South Pass. The route by the North side of Platte, crossing the Loupe Fork is therefore of particular value, especially for early travel in the spring, when the streams are generally high."

NEBRASKA CITY ROUTE.—As will be seen from the letter from the Surveyor General, a new route is about being opened to Fort Kearney, which will reduce the distance between these two points to 168 miles. Gen. Burnett has traveled over the route this present winter, and he has made rather extensive explorations in both the Territories of Kansas and Nebraska, and will in due time favor the public with an official statement of his results. The following is his letter :

SURVEYOR GENERAL'S OFFICE, }

NEBRASKA CITY, Jan. 11th, 1859. }

Sir:—In reply to your request, made on yesterday, I have the honor to state that Nebraska City is in Latitude 40 deg. 40 min. ; Longitude 95 deg. 46 min. 11 sec.; Fort Kearney is in Lat. 40 deg. 38 min. 45 sec.; Long. 98 deg. 52 min. 11 sec. Difference Latitude 1 min. 15 sec.; 3 deg. 12 min. So that Fort Kearney is 168 11-100 miles west and 1 43-100 miles south of Nebraska City ; and that the road now traveled from Nebraska City to Fort Kearney, crossing Salt Creek near its junction with the Platte, and following nearly the winding course of that river to the Fort is about 220 miles in length ; and that it has in its vicinity, at convenient distances, wood and water, and through its whole length and breadth a luxuriant growth of grass.

The road that will be traveled next spring between the same points will lessen the distance to about 180 miles. It should follow the present travelled road to

the Woodbury trail, and that less than a mile when it deflects to the left about one and a half miles to pass the head of Stove creek, thence to the Devil's crossing of the upper branch of the Little Nemaha, where a bridge must be built, thence by a divide and high prairie as nearly direct as possible to Olatha on Salt Creek where there is a good rock ford. Thence to Beranger in the forks of the Big Blue, crossing the North Fork near its mouth over a rock ford; thence to the divide, upon which the road will run nearly direct to Fort Kearney. Persons traveling this road may be well supplied with water and wood except from Olatha to Beranger, a distance of 22 miles—water can be had the entire route.

Another road, known as Pierce's road, nearly in the vicinity of the 2d parallel North, through Delaware City, Syracuse, and thence by a divide to Olatha, when it joins the road from Olatha to Fort Kearney, via. Beranger. The length of this road, if bridged, would be only 175 miles.

Corn can be had on the last named road till you pass Olatha. On the present road at convenient distances.

Very respectfully, yours, &c.

WARD B. BURNETT.

The principal streams on this route have been bridged, and we see by the *Nebraska City News*, that the great trains of Messrs. Russell, Majors & Waddell will in the spring adopt the shortened route to Fort Kearney, above alluded to. This is a valuable endorsment of the new route.

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## ORGANIZATION OF THE COMPANY—ADVICE RESPECTING INTERCOURSE WITH THE INDIANS.

Every company who start across the Plains, should effect an organization, either before starting, or at the first or second camping place. The officers necessary are first, a wagon master; second, his assistant; third, captain of the guard. The first officer should be a practical teamster, a man of cool considerate judgment, who has decision of character, and one whom the whole company will obey without question. Wagon master is the captain of the train, and the safety of the company will depend much upon him. His assistant selects camps, and aids the captain. The captain of the guard, under the direction of the wagon master should call the roll of the company, by day and by night, and see that a proper number is constantly on guard, to prevent a loss of cattle, or molestation, by a stampede of buffalo or the depredations of Indians.

After getting 150 to 200 miles out, the Arappahoe and Cheyenne Indians will begin to visit your camps. Mr. Geo. S. Simpson, an old mountaineer, who has "lived under the shadow of the Rocky Mountains for 18 years past," and has had almost daily intercourse with the Indians of various tribes, gives some very good advice, which travellers will do well to heed. He says: "I would recommand to all companies going out to the mines, if they should meet war parties of Indians, no matter of what tribe, whether Comanches, Kicwas, Arappahoes or Cheyennes, to be very cautious and prudent in their intercourse with them. Give them food if you have any to spare, but on no account accede to demands for anything which you may not be inclined to give. They are pertinacious, persistant beggars

and adroit pilferers. I would advise you in particular to *always have your arms in order and ready at hand*, as by the imprudence or recklessness of some indiscreet person in the company, hostilities may be induced. But to prevent any such possible contingency, if your company be small, do not permit any more Indians to come into your camp than such a number as you think you would be able to successfully contend with. At your night camps, when within the Indian range, picquet your animals as near camp as possible, keeping a strict guard over them, notwithstanding their supposed security.

I think, however, that inasmuch as the Indians who rove through that country, may be adverse to the influx of so many whites into their territory, it would be advisable for small parties, too weak in themselves to resist hostile attacks, to rendezvous and organize into companies, before they leave the settlements.— This union may not only prove an efficient protection, but, by an increase in numerical force, would greatly ameliorate the irksome duties appertaining to camp life.

Should your camp be at the crossing of a stream, it is advisable to camp upon the western bank, as the streams sometimes rise in the course of a night, so as to be impassable for a day or two.

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## PIKE'S PEAK EXPRESS LINES.

The United States Express Company have extended their line to the Gold Mines, and opened an office there, from which gold dust and packages of any size will be expressed through to any part of the United States. Exchange on Eastern Cities, will be bought and sold at their office at the mines. This is well known to be one of the most responsible companies in the U. S.

To all who wish to go through from St. Louis by the Express Line, we would recommend Messrs. PENTON, WELLS & Co. They have established an Express Line between St. Louis and the mines, which will make trips every week. Passengers by this line run from St. Louis to St. Joseph on the North Missouri Railroad, in 16 hours; and from there by the Company's Overland Express. You can take your mining tools, 50 pounds of baggage, and have your board and provisions for 30 days after your arrival, all included. Call at their office 65 Chesnut street, St. Louis, and learn particulars, and your passage can thus be secured by telegraph, and all delay be avoided.

JOHN M. HOCKADAY & Co., the Great Salt Lake Mail Contractors have established an Express between Atchison, Kansas, and Cherry Creek mines, which *leaves Atchison every day*, making the trip through to the mines in 10 days time, and allowing each passenger 40 pounds baggage and his board on the way. Fare through, all included, \$100. For particulars see advertisements.

Other Lines are running through from St. Joseph, and from Council Bluffs.


## TABLES OF DISTANCES

## FROM THE VARIOUS OUT-FITTING POINTS TO THE MINES.

*Compiled from United States Surveys, and information derived from  
Traders across the Western Plains.*

## From St. Louis

To Hudson City by North Missouri RR.....	169	
St. Joseph, by Hannibal & St. Joseph RR....	137	306
Jefferson City, by RR.....	125	
St. Joseph, by Packet.....	367	492
Syracuse, by Pacific RR.....	170	
Kansas City, by Stage.....	136	306

 See Distances from Kansas City, and St. Joseph, for continuation of this route. Also, see distances by river from St. Louis to Sioux City.

## FROM KANSAS CITY TO THE GOLD REGIONS.

Westport, .....		
Brush Creek—wood, water and grass,.....	5	8
U. S. Mail Station, No. 1—wood, water and grass,	3	11
Indian Creek,—wood, water, grass & entertainment,	3	14
Bull Creek—Mail station—w'd, w't'r, grass & ent'nt,	19	33
Black Jack Point,—w'd, w't'r, grass and ent.....	9	42
Willow Springs,—wood scarce, wt'r & grass plenty,	11	53
Palmyra—Mail Station—w'd, wt'r, grass & ent.....	3	56
Rock Creek—w'd, wt'r and grass,.....	6	62
Bone Yard—grass abundant—wood and wt'r scarce,	7	69
110 Creek—M'l station—coal, w'd wt'r, grass & ent,	4	73
Burlingame—coal, w'd, wt'r, grass & entertainment	9	82
Draroon Creek—M'l station—w'd, grass, well of wt'r	4	86
Soldier Creek—w'd, wt'r and grass,.....	2	88
Chicken Creek—wood, water and grass.....	6	94
Log-chain Creek—wood, water and grass.....	2	96
Elm Creek—M'l station—wood, water, grass & ent'nt	2	98
142 Creek—ent, w'd, wt'r, and grass.....	3	101
Bluff Creek—wood, water and grass.....	7	108
Rock Creek—w'd, wt'r, grass, hay, corn, & ent.....	6	114
John's Creek—w'd, wt'r and grass.....	5	119
Council Grove—M'l station and store—wd, wt'r & gr	2	121
Elm Creek—M'l station—w'd, wt'r and grass.....	8	129
Diamond Spring—M'l st'n—w'd, wtr, corn, gr. & ent	8	137

Lost Spring—Buffalo chips, water and grass,.....	13	150
Little Muddy Creek—Buffalo chips, water and grass,	10	160
Cottonwood—M'l st'n—corn, hay, w'd, wt'r, gr & ent	8	168
Running Turkey—M S.—B. chips, wt'r, gr & Buffalo	19	187
Big Murkey Creek—Buffalo chips, water, grass, and herds of Buffalo.....	8	194
Big Maddy,—same.....	15	209
Little Arkansas,—Mail Station—bridge, store, water, grass and Buffalo,.....	3	212
Chaves Creek—wood, water, gr. Buffalo & Antelope	9	221
Owl Creek—same.....	4	225
Little Cow Creek—M'l station—wood, water and grs	2	227
Big Cow Creek—wood water and grass.....	3	230
Big Bend of Arkansas—Mail station—wood, water, grass, Buffalo, Antelope, and prairie dogs.....	18	243
Allison's Rancho—tavern, provisions, corn, hay grs, Indians and Buffalo.....	6	254
Pawnee Fork—B. chips, wtr, grs, { Buffalo & Ante- }	16	270
Ash Creek—wood water and grs, { lope abundant, }	5	275
Pawnee Fork—Last Mail station, { for 200 miles. }	6	281
Forks of Santa Fe Road—Wood, water, and grass,	5	287
Arkansas River—same.....	75	361
Gunnison's 1st Camp,—same.....	2	263
do 2d Camp,—same.....	19	382
do 3d Camp—w'd, wtr, grs, geranium, &c.	20	402
do 4th Camp—same.....	22	424
do 5th Camp—heav growth of cottonwood	14	448
do 6th Camp—wood, water and grass.....	21	469
Big Timber, (extending 24 miles up Arkansas river,)	7	176
Gunnison's 7th Camp—wood, water and grass.....	13	489
Bent's old trading post—3 log houses.....	1	490
Gunnison's 8th Camp—grass coarse—poor camping	12	502
Purgatory creek—timber abundant.....	3	505
Gunnison's 9th Camp—deer, rntelope, and turkeys,	12	517
Bent's Fort—Everything needed for men & animals,	3	520
10th Camp—poor campng—can see Spanish Peaks,	21	541
Mouth of Huerfano—good grass, and plenty of wood	11	552
Puebla,..... { The road here passes through }	24	576
PIKE'S PEAK,.... { natural meadows and forests }	48	624
CHERRY CREEK, { of pine, 'mid living springs. }	60	684

*For Distances from Westport & Independence, see Kansas City List.*

\*ROUTE FROM LEAVENWORTH CITY, K. T., TO THE  
GOLD MINES OF KANSAS TERRITORY, VIA FORT  
KEARNEY AND SOUTH PLATTE.

Salt Creek—Wood and water.....	4	
Spring—Wood and water.....	6	10
Mount Pleasant—Wood and water.....	5	15
White Clay Creek, do .....	12	27
Cross Roads, do .....	8	35
Grasshopper, do .....	8	43
Clear Creek, do .....	6	49
Big Grasshopper, do .....	4	53
Walnut Creek, do .....	6	59
Oak Point, do .....	10	69
Muddy Creek, do .....	6	75
Wolf Creek, do .....	5	80
Ninety Mile Camp, do .....	10	90
Nemaha, do first-rate camp..	8	98
Ash Point, do fine spring.....	10	108
Vermilion, do .....	10	118
Elm Creek—Wood half-mile north, wood plenty...	8	126
Big Blue, or Maysville—Wood and water.....	10	136
By Guitar's cut-off distance 7 miles less, with wood and water, and good road.		
Cottonwood—Wood and water.....	12	148
17 Mile Point—Wood half-mile north, water.....	5	153
Rock Creek, N. T.,—Fine spring half-mile north, no wood .....	15	168
Gold Mine Creek—Water but no wood.....	5	173
Whiskey Run—Wood and water.....	6	179
Little Sandy—Water—no wood.....	3	182
Big Sandy—Patterson's Ranch, wood and water..	4	186
Lone Elm—Water—wood scarce.....	8	194
Little Blue—Wood and water.....	8	202
Up Little Blue—Wood and water all the way in reach.....	50	252
Elm Creek—Wood and water.....	10	262
32 Mile Creek, do .....	5	267
Holes in the Prairie—Water—no wood.....	9	276
Platte River—Wood on islands, water.....	10	286
5 Mile Point—Wood scarce, water plenty.....	8	294
FORT KEARNEY, do do .....	5	298



17 Mile Point—Wood and water.....	17	316
Plum Creek, do .....	15	331
Cottonwood—Water at intervals, wood scarce.....	40	371
Little Ash Hollow—Wood and water.....	4	375
Fremont Springs—Water—no wood.....	16	391
O'Fallon's Bluffs—Wood and water, good grass...	20	411
Springs Camp—Wood on island.....	8	419
Crossing of Platte—Water all along, wood scarce.	32	451
Polo Creek— { After leaving California road } .....	49	491
Ft. St. Vrain { wood is scarce, buffalo chips } .....	106	651
Cherry Creek { used for fuel. } .....	40	691

\*ROUTE FROM LEAVENWOTH CITY, KANSAS,  
VIA. FT. RILEY AND THE SMOKY - HILL ROUTE.

Salt Creek—Wood and water.....	4	
Eastin, do .....	8	12
Winchester, do .....	9	21
Hickory Point, do .....	6	27
O-awkee, do good camping.....	10	37
Rock Creek, do do .....	7	44
Indianola, do do .....	13	57
Silver Lake—Water, wood scarce.....	10	67
St. Mary's Mission—Wood and water.....	15	80
Louisville, do .....	47	115
Ogden—Land Office; wood and water $\frac{1}{2}$ mile west....	12	127
Fort Riley—Wood and water.....	5	132
Junction City, do junction of Repub'n, } Fish & Kansas rivers }	3	135
Kansas Falls—Wood and water.....	8	143
Chapman's Creek—Wood and water.....	9	152
Mouth of Smoky Hill Fork, do .....	12	164
" Saline, do .....	8	172
Mulberry, do .....	10	182
Bridge on Santa Fe Road—Wood and water at intervals.....	35	217
Pawnee Trail—Water at intervals.....	63	280
Head of Smoky Hill Fork—Wood and water.....	29	579
Mouth of CHERRY CREEK, or to PIKE'S PEAK.....	30	609

\*We are indebted to Gen. L. J. EASTON for the Tables of Distances from Leavenworth.

Another route from Leavenworth is given by the *Times* of that city. The editor says:—"The shortest and best route to Pike's Peak is via Fort Riley and up the Smoky Hill Fork. Fort Riley is five miles south of a direct line due west to Pike's Peak, and Smoky Hill is thirty-five miles west of Fort Riley, and the general course of that stream, as will be seen by the maps, is west, in the direction of Pike's Peak. We give below a table of air line distances from Leavenworth City to Pike's Peak, which are correct, according to the surveys and the maps. Some allowance must be made for the windings of the road.

From Leavenworth to Fort Riley.....	102
To head of Smoky Hill Fork.....	150
To crossing of Big Sandy creek, branch of the Arkansas..	60
To Pike's Peak.....	90
Total number to Pike's Peak.....	502
To Cherry Creek.....	60

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Total to Cherry creek.....562

"In going this route to the mines, persons secure the nearest and best, have less large streams to cross; get grass a month earlier and later, having good camping places, with plenty of wood and water, and have settlements to within 280 miles of Pikes Peak. The route is along the military road to Fort Riley, thence crossing the Kansas river, along the south or north side of the Smoky Hill Fork to its head, thence cross the divide between the Arkansas and Kansas, to the Big Sand Creek, a branch of the Arkansas, crossing this stream and keeping a due west course to Pikes Peak, will be reached in three days travel from the latter stream, or take up the head waters of Smokey Hill, and you will get within 40 miles of the mouth of Cherry Creek.

## FROM ST. JOSEPH, MO., TO THE MINES.

Of this route, the *St. Joseph Journal* says: "It has superior advantages to any other, as regards water and fuel, as well as grazing for stock; besides, throughout the entire route settlements and trading posts have been established, for the accommodation of immigrants."

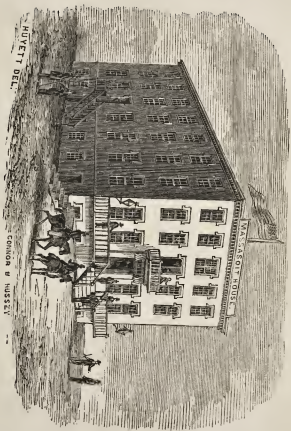
To Creek at the foot of the bluffs.....	6
Musquito creek .....	21
Wolf creek.....	26
Indian agency.....	30
Mill creek.....	35
Small creek on the left of the road.....	57
Grove of timber, $\frac{1}{2}$ mile north of the road.....	63
Grove of timber north of the road.....	73
Small creek north of the road.....	85
Nemaha creek.....	92
Little Nemaha creek.....	104
Small creek in prairie.....	106
Rock creek.....	120
Blue river.....	138
Small creek in the prairie.....	148
Small creek.....	158
Small creek.....	165
Wyth creek.....	172
Big sandy.....	185
Dry sandy.....	198
Little Blue river.....	210
Road leaves Little Blue.....	154
Small creek in the prairie.....	261
Platte river.....	278
Fort Kearney.....	288

See "Fort Kearney," in Table of Distances from Council Bluffs. The routes thence to the mines are the same.

## FROM ATCHISON, KANSAS

To Mormon Grove, wood, water and grass plenty....	4	
To Lancaster, village.....	5	9
To Grasshopper creek, wood, water and grass plenty.	4	13
To second Grasshopper creek, wood, water and grass	6	18
To third Grasshopper creek, wood, water and grass	6	24
To Walnut creek, wood, water and grass plenty.....	8	32
To Lackland, wood, water and grass plenty.....	13	45
To Minnehaha, wood, water and grass plenty, two springs on the way.....	18	63
To Ash Point, wood, water and grass plenty.....	12	75
To Black Vermilion, no wood, water or grass.....	12	87
To Elm creek, wood and water—grass scarce.....	10	97
To Big Blue, wood, water and grass plenty.....	14	111
To Cottonwood, wood and water scarce—grass plenty	12	123
To Rock creek, wood, water and grass plenty.....	20	143
To Little Sandy, wood, water and grass plenty.....	14	157
To Big Sandy, wood, water and grass plenty.....	5	162
To Little Blue, wood, water and grass plenty.....	17	179
To Nine Mile Bridge.....	17	196
Across the ridge, wood, water and grass plenty in both places.		
To Ridge Root, wood, water and grass plenty.....	10	215
To the leaving Little Blue, wood, water and grass	8	223
To Crooked creek, wood scarce—water and grass	4	227
To 32 mile creek, wood, water and grass plenty.....	4	231
To Sand Hill Pond, some water—no wood or grass..	14	245
To Platte River, grass plenty, wood scarce.....	8	253
To Fort Kearney, wood, water and grass plenty.....	12	165

Thence to the mines, see Council Bluffs Table of Distances. Ash Hollow, 452 miles from Atchison, is the point at which the largest lumps of gold have been found—one piece worth \$20, found by Mr. Blackstone, was exhibited at Leavenworth City and elsewhere. Ash Hollow is in the gold region. From the crossing of South Platte (436 miles from Atchison,) the road to Cherry Creek abounds in wood, water and grass, being up the South Platte on either bank to the mouth of Cherry Creek.



MASSASOIT HOUSE, ATCHINSON, KANSAS.

THE NEW  
ART. CO.  
CHICAGO, ILL.

## TABLE OF DISTANCES FROM COUNCIL BLUFFS TO

	Miles.	Total.
Omaha City—Cross Missouri River on largest class steam ferry, capable of carrying 12 wagons and teams each trip; can make from 30 to 40 crossings each way in a day.....	3	
Elkhorn City—Cross Elkhorn river by bridge; Western Stage Co.'s station; heavy settlements, stores, &c.; plenty of grass, timber and grain...	20	23
Fremont—Stage station; settlement; grain, grass, timber and hay.....	10	33
North Bend—Stage station; settlement; hay, grass, grain and timber in abundance.....	12	45
Shell Creek—Cross on bridge; Stage station; plenty of water, grain, hay, grass and timber....	12	57
Columbus—Cross Loupe Fork of Platte River by ferry; 3 companies have boats here; competition will render ferry charges reasonable; county seat; stage station; heavy settlement; stores; hay, grain, grass, wood and water abundant.....	21	78
Prairie Creek—Bridged; wood, water and grass...	13	91
Lone Tree—Stage station; wood, water, grain, grass and hay.....	29	120
Grand Island City—German settlement; grain, wood, water, grass, etc.....	25	145
Mendota—Stage Station; cross Wood River by bridge; grain, grass, wood, etc.....	7	152
<b>Ft. KEARNEY</b> —Road all the way in Valley of the Platte along Wood River, with plenty of grass, wood and water. At this point, crossing of Platte River from north to south side by ford; water about 18 inches deep; ford in constant use by the Government and the <i>attaches</i> of the Fort. The roads leading from Plattsmouth, 235 miles; from Nebraska City, 250 miles; from St. Joseph, 290 miles; from Leavenworth, 213 miles; all come together here. Those who prefer to continue on up the north side of the Platte, will find good camping places, with plenty of grass, wood and water, and can cross at upper ford, near mouth of South Fork of Platte river. At		

Fort Kearney, are stores, wagon and blacksmith shops; hay, grain, wood, water and grass in abundance.....	32	184
Plum Creek—Stage station and trading post, grain, hay, wood, water and grass.....	33	217
Pond South of Road—Grass, wood and water.....	16	256
Brady's Island—Heavy timbered island in Platte river; wood, water and grass.....	23	233
Road arrives at River—Grass, wood and water	6	262
Cottonwood Springs—Trading post; hay, wood, water and grass.....	7	269
Ash Creek—Wood, water and grass.....	2	271
Small Creek—Wood, water and grass.....	21	292
Junction of North and South Forks of Platte—Wood, water and grass abundant.....	2	294
Old Ford—Wood, water and grass.....	15	309
O'Fallon's Bluffs—More & Grime's trading post; stage station; plenty of hay, wood, water and grass. Up to this point, the road is—ALL THE WAY—within a short distance of timber and water, with plenty of grass.....	18	327
Alkali Lake—Water and grass.....	8	336
Crossing of S. Platte—The road to Utah, via Fort Laramie, crosses the South Fork of Platte river here, by good Ford; water and grass.....	7	342
Sand Ridges—Water and grass.....	12	354
Over Same—.....	3	357
Few Trees and Willows—Water and grass.....	3	360
Lodge Pole Creek—This creek comes into Platte on north side, and the Utah road, via Bridger's Pass crossing Platte here, and goes up the valley of the creek. Also, road to headwaters of the Medicine Bow and North Platte.....	19	389
Lieut. Bryan's Trail—Lieut. Bryan's trail, in 1856, to Ft. Leavenworth, via Republican Fk; w. & g..	50	439
Tree on Right Bank of River—Water and grass...	5	444
Beaver Creek Large streams with low banks; very shallow, and fordable at all times. The road for the last 100 miles is wholly destitute of timber, but back in the bluffs (a distance of from 3 to 5 miles,) it can be found. Camping places		



are good, with plenty of water and grass, and road is along bank of Platte, and at this point comes into the timbered country again. The Arapahoes have a village a short distance above	8	452
Sandy Creek—Dry and sandy; wood and grass.....	7	459
Bijou Creek—Wide shallow stream; good crossing; wood, water and grass abundant.....	7	466
St. Helen's Island—A timbered Island in the Platte; Chabonard summered here in 1842; wood, water and grass.....	5	471
Kiowa Creek—Good crossing; plenty of wood, water and grass.....	6	477
Points of Rocks—.....	14	491
Cache a la Poudrie—A mountain stream, 100 feet wide, flowing with a full, swift current, over a rocky bed; comes into Platte from north side; round gold has been found on it, and the best mines are said to be here; A road up this stream leads to Medicine Bow and North Platte river; wood and grass in abundance.....	14	505
Thompson's Creek—A small mountain stream; gold has been found here, and many miners are now camped upon it.....	7	512
St. Vrain's Fort—A. J. Williams & Co.'s Ranch. At this point you enter the mining settlements. The Fort is situated on a fine table land, about 40 feet above the river.....	3	515
Fort Lancaster—Old trading post, now inhabited by miners.....	6	521
Fort Lupont—An old trading post, now used as the winter quarters of several companies of miners.	4	525
Jim Sander's Ranch—An old trading post, now converted into a stopping place for miners.....	9	534
CHERRY CREEK—Towns of Auraria, St. Charles, Denver City, etc., located at or near the mouth of this creek. Roads from Bent's Fort and Taos, also come in here.....	6	540

REFERENCES TO THE MAP.—The new counties of Oro, Broderick, El Paso, Montana, and Fremont, (just created,) in the Gold Region, are bounded thus: ————— Principal Routes: =====  
 Railroads in operation: ++++++++ Railroads projected: -----

## DISTANCES FROM \*ST. LOUIS TO SIOUX CITY.

*Outfitting Points are designated by a star, (\*)*

Month Missouri River.....	20	LIBERTY.....	7	436
Bellefontaine Bend.....	5	*WAYNE CITY.....	7	443
Charbonier.....	10	Randolph.....	8	451
St. Charles.....	10	*KANSAS.....	6	457
Howard Bend.....	12	Kansas River.....	2	459
Howell's Ferry.....	5	PARK VILLE.....	13	472
Doxier.....	5	Little Platte River.....	1	473
Tavern Rock.....	2	Van Rankins.....	16	489
St. Albans.....	1	*LEAVEN WORTH.....	8	497
Murdock's Woodyard.....	3	Platts City Landing.....	3	502
Augusta.....	3	*WESTON.....	4	505
Jones Point.....	2	Kickapoo.....	7	512
South Point.....	4	*ATCHISON.....	20	532
Washington.....	1	Columbus Landing.....	6	550
St. John's Island.....	4	Maysville.....	6	556
Newport Landing.....	2	Hart's Landing.....	10	565
Heatherley's Woodyard.....	8	*ST. JOSEPH.....	25	581
Miller's Landing.....	1	Bellefont, (Steam Ferry).....	4	585
Pinkney and Griswold's.....	3	Vinton.....	4	589
Bates' Woodyard.....	10	Savannah Landing.....	10	599
Hermann.....	10	Sultan.....	4	603
Month Gasconade.....	8	Dallas.....	10	613
Monning's Landing.....	2	Lower Oregon.....	12	625
Portland.....	10	Iowa Point.....	7	632
Fisher's Woodyard.....	5	Upper Oregon.....	1	633
St. Anbert.....	5	White Cloud.....	10	643
Month Osage.....	13	Big Nimeha.....	10	653
Month Moreau.....	5	Rush Bottom.....	10	663
JEFFERSON CITY.....	5	Marlette.....	10	673
Clayville.....	7	St. Stephens.....	2	675
Marion.....	15	Lowell.....	5	680
Eureka Landing.....	5	Hemmes.....	1	681
Martin's Landing.....	2	San Deroine.....	8	689
Nashville.....	7	Morgan Island.....	5	694
Providence.....	2	Nimeha City.....	2	696
Mount Vernon.....	5	Rockport.....	6	702
Rocheport.....	8	Brownsville.....	2	704
BOONVILLE.....	12	Sun Island.....	5	709
Month Lamine.....	8	Sonora.....	1	710
Arrow Rock.....	8	Linden.....	15	725
Little Arrow Rock.....	7	Sidney Landing.....	1	726
Bluff Port.....	6	*NEBRASKA CITY.....	18	734
GLASGOW.....	4	Wyoming.....	11	755
Cambridge.....	9	Kenosha.....	20	775
Keyesville Landing.....	10	ROCK BLUFF.....	10	785
Buckhorn Point.....	8	Bethlehem.....	6	791
BRUNSWICK.....	8	Plattsmouth.....	1	792
Grand River.....	1	La Platte.....	7	799
Windsor City.....	7	St. Mary's.....	6	805
MIAMI.....	7	Bellevue.....	6	811
Thomas' Wood Yard.....	6	Council Bluffs, lower.....	7	818
Hill's Landing.....	20	*COUNCIL BLUFFS.....	10	828
St. Thomas and Waverly.....	5	*OMAHA CITY.....	2	830
Dover Landing.....	13	Florence.....	10	840
LEXINGTON.....	12	Crescent City.....	10	840
Farmville Landing.....	1	De Soto.....	40	880
Wellington.....	7	Te Kamah.....	35	915
Camden.....	10	Little Sioux.....	10	925
Napoleon.....	8	Decatur.....	35	960
Cogswell's Landing.....	5	Black Bird Hills.....	30	990
Sibley.....	5	Omadi.....	30	1020
Kiobfield.....	14	Sarrent's Bluffs.....	10	1030
El Paso Landing.....	8	*SIOUX CITY.....	20	1050

## DISTANCES FROM ST. LOUIS TO ST. PAUL.

Regular Lines of Passenger Packets are running from all points to St. Louis.  
 The R.R. Crossings and R.R. Termini, are designated by marginal notes.

* St. Louis.....	0	Drury's Landing.....	4 317	Victory.....	6 576
Alton.....	25	Fairport.....	5 332	Warner's Landing.....	12 591
Jersey Landing.....	35	Buffalo.....	6 334	Waverly.....	6 599
Grafton.....	4	Rock Island & Davenport.....	12 346	* La Crosse.....	12 611
Macon's Landing.....	2 41	Moline Landing.....	4 350	Macon.....	3 614
Mill.....	8 49	Hempstead.....	8 358	Deceat.....	9 623
Johnson's Landing.....	3 52	Leclair.....	6 364	Hammond's Landing.....	2 625
Capau de Gris.....	15	Port Byron & Parkhurst.....	1 365	Call.....	3 628
Washington's Landing.....	10	Princeton.....	8 369	Richmond.....	1 629
Hannibal.....	10 87	Gedora.....	1 380	Templeman.....	5 634
Clarksville.....	15 102	Camache.....	10 379	Lamelle.....	2 638
Louisiana.....	12 114	Albany.....	5 381	Hannibal.....	5 641
Seok's Landing.....	6 120	* Fulton City and Lyons.....	3 389	Minneapolis.....	1 642
Cincinnati.....	10 130	Savannah.....	19 407	Winona.....	5 647
Saver on.....	8 138	Huntsville.....	2 409	Wild's Landing.....	5 652
* Hannibal & Douglass.....	7 145	Belleview.....	8 429	Mountain City.....	5 657
Marion City.....	12 157	Dubuque and Dunleith.....	25 467	Mount Vernon.....	10 667
+ Quincy.....	9 168	Walt's Landing.....	12 479	Minnetonka.....	3 670
La Grange.....	10 176	Waukegan.....	8 487	West Newton.....	3 675
Canton.....	7 183	Bacon's View.....	5 492	Alma.....	8 681
Tolly.....	1 184	Cassville.....	5 497	Wabasha.....	8 688
Gregory's Landing.....	12 196	Gambelberg.....	10 507	Nelson's Landing.....	2 690
Alexandria & Warsaw.....	6 202	Gay's Landing.....	12 519	N. Peppin, Johnstown, Lake City, Central Pk., F. Peppin, Newnan, Wells, Lindrick & Harrison.....	2 692
Keokuk & Hamilton.....	5 207	McGregor's Landing.....	7 530	all on Lak & Peppin.....	22 714
Nashville.....	8 215	Prairie du Chien.....	8 533	Redwing.....	6 720
Monroe.....	4 215	Red House.....	4 537	Diamond Bluff.....	12 722
Nauvoo.....	2 219	Johnson's Landing.....	15 270	Point Prescott.....	12 744
Port Madison.....	10 231	Lynxville.....	14 583	Husler.....	2 747
Port Gibson.....	6 237	Lafayette.....	10 583	Pine Bend.....	12 759
Dallas.....	3 240	Columbia.....	2 585	Red Rock.....	7 766
Bartlington.....	15 253	Lansing.....	6 573	Capeau.....	3 769
Quawka.....	15 270	De Soto.....	6 573	St. Paul.....	6 775
Krebsburg.....	12 282				
New Boston.....	6 298				
Newark.....	2 290				
Port Louis.....	8 298				
Muscatine.....	15 313				

\* Chicago & St. Louis, Terre Haute, Alton & St. Louis, and Ohio & Miss.  
 Railroads, East—North Mo., Pacific, and Iron M't'n R.R.s West.  
 † Gt. Western & Wabash Val. R.R. East—Hannibal & St. Joseph R.R. West.  
 † Chicago, Burl. & Quincy, R.R. East—(by Packet) H. & St. Jo. R.R. West.  
 † Keokuk, MtP. & Muscatine, R.R. North—K. Ft. D'M. & Min. R.R. West.  
 † Chicago & Burl. R.R. East—Burl. & Mo. River R.R. to Ottumwa, West.  
 † Mississippi & Missouri R.R. (S.W. Branch), to Washington, West.  
 \* C. & R. I. R.R. East—R. R. BRIDGE—M. & M. R.R. to Iowa City, West.  
 † Chicago, Iowa, & Nebraska R.R. to Cedar Rapids, West.  
 † Galena & Chicago Union R.R. (Iowa Branch) East.  
 † G. & C. U. (Ill. Central) R.R. East—Dubuque & Pacific R.R. West.  
 † Chicago, St. Paul, & Fon du'Lac R.R. East.  
 † La Crosse & Milwaukee R.R. East.

## NEWSPAPERS AND HOTELS.

Below we give the names of Newspapers, which will contain the latest reports from the mines; also the names of Hotels on the principal routes, which we know to be worthy of public patronage:

CITIES.	NEWSPAPERS.	HOTELS.
Philadelphia	North American, Inquirer.	St. Lawrence.
Pittsburg ....	Gazette, Post.	St. Clair.
Wheeling. ....	Gazette, Argus,	M'Clure House.
Columbus,...	State Sournal, Statesman.	American.
Chillicothe,	Scioto Gazette.	Valley House.
Cincinnati ...	Commercial, Gaz. Times.	Henrie House.
Indianapolis	Sentinel.	American House.
Terre Haute,	Journal.	Terre Haute House.
St. Louis, ...	{ Repub., Dem., News, Times, }	{ Mo. Hotel, Everett
	{ Herald, Anz. des Westens, }	{ House, Revere Ho.
Hermann, ....		Hermann House.
Jefferson City	Examiner, Enquirer.	City Hotel.
Syracuse, .....	Register,	Brayton's Hotel.
Independenc	Gazette.	Jones' Hotel.
Kansas City..	Jour. of Commerce, Metropol'n.	Eldridge House.
Leavenw'th.,	Herald, Times, Ledger, Journal.	Renick, & Planters'.
Springfield...	Journal, Democrat.	
Alton.....	Democrat, Courier.	Alton House.
Quincy, .....	Herald,	Pennsylvania House.
Hannibal, ...	Messenger.	Planters' House.
Hudson .....	Herald.	Harris House.
St. Joseph....	Gazette, Jour., Zeitung, West.	Allen's, Planters'.
Bellefont ...	[Take St'm Ferry to Bellefont]	Bellefont House.
Atchison.....	Champion.	Massasoit House.
Chicago,.....	Press & Trib., Times, Dem. Her.	Adams House.
Rock Island,	Argus, Register.	Vermont, R'k Island
Davenport,...	Gaz., Dem., News, Der Demokrat	Burtis, Scott.
Iowa City,....	Reporter, Republican.	Park, Summit.
Muscatine....	Journal.	Ogilvie.
Washington,	Press.	Washington.
Oskaloosa, ...	Herald, Times.	Oskaloosa House.
Demoinc, .....	Citizen, Statesman.	Demoinc House.
C'ncil Bluffs,	Nonpareil, Bugle.	Pacific Hotel.
Omaha, .....	Nebraskan, Times.	Herndon.
Crescent City	Oracle.	Blake House.
Sioux City ...	Eagle, Register.	Sionx City House.
Burlington,	Hawk-Eye, Gazette.	Bates House.
Ottumwa, .....	Courier.	Ottumwa.
Nebraska City	News.	Hargis House.

## EXPRESS LINES.

Below we give the names of the several Railroads over which the three principal Express Lines of the United States transport packages. This list will be convenient for those wishing to remit to any point in the Union :

The UNITED STATES EXPRESS COMPANY embraces the following Railroad Lines : New York and Erie ; Lake Shore ; Toledo and Cleveland ; Southern Michigan ; Wabash Valley ; Great Western ; Chicago, Alton and St. Louis ; Chicago and Rock Island ; Mississippi and Missouri ; Peoria and Oquawka ; Bureau Valley ; Peru and Indianapolis ; Sandusky and Mansfield ; Toledo and Detroit ; Illinois River ; Northern Cross ; Mad River and Lake Erie ; Columbus, Piqua and Indiana ; Cincinnati, Hamilton and Dayton ; Indianapolis and Pittsburgh, &c.

By the AMERICAN EXPRESS COMPANY the following Lines : Hudson River ; New York Central ; Lake Shore ; Cleveland, Columbus and Cincinnati ; Indiana Central ; Terre Haute and Richmond ; Terre Haute, Alton and St. Louis ; Great Western ; Michigan Central ; Illinois Central and Branches.

The ADAMS EXPRESS COMPANY passes over the following Railroads : Baltimore and Ohio ; Belvidere, Delaware and Flemington ; Boston and Providence ; Boston and Worcester ; Camden and Amboy ; Central Ohio ; Cincinnati, Wilmington and Zanesville ; Cleveland and Pittsburgh ; Cleveland, Zanesville and Cincinnati ; Columbus and Xenia ; Covington and Lexington ; Evansville and Crawfordsville ; Illinois Central ; Indianapolis and Cincinnati ; Jeffersonville ; Kentucky Central ; Lexington and Frankfort ; Louisville and Frankfort ; Little Miami ; Madison and Indianapolis ; Marietta and Cincinnati ; Mississippi Central ; Mobile and Ohio ; New Albany and Salem ; New York and New Haven ; New Haven, Hartford and Springfield ; Ohio and Mississippi ; Pennsylvania Central ; Philadelphia, Wilmington and Baltimore ; Pittsburgh, Fort Wayne and Chicago ; Pittsburgh, Columbus and Cincinnati ; Terre Haute and Richmond.

SAINT LOUIS OUT-FITTING HOUSES.

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## PIKE'S PEAK


### INDIA RUBBER OUTFITTING HOUSE.

**FARLEY, CLAGSTONE & CO.,**

No. 10 North Main street, Saint Louis, Mo.,

**A**RE now receiving their immense stock of INDIA RUBBER and other goods, manufactured especially to meet the wants of the large emigration organizing throughout the country for

#### **The Land of Gold.**

 Their great experience in the California Trade give them advantages unequalled—while their position as Manufacturers' Agents, enables them to say to individuals or companies intending to make their way to the mines, that they will see them delivered in St. Louis every article in their line, comprised in a miners outfit at lowest Eastern prices.—Our

#### **Patent Pike's Peak Tent**

we submit as an indispensable article—made of the best material—large enough for 6 men, and when folded is so compact that you can carry it under your arm. Weight 30 pounds—price only \$15. Following is a list of some of the article selected from our regular Catalogue (which comprises every article manufactured from India Rubber : )

Beds and pillows, double and single, camp blankets, tent robes, ponchas and coats,—various styles and prices. Overalls, leggins, hats and caps, Kit Carson caps, miners wading pants, miners long and short boots, traveling bags, Isthmus bags, saddle bags, mail bags, canteens and haversacks, gun covers, shot flasks, powder flasks, money belts, gold bags, water pails, traveler's flasks, drinking cups, water bottles, &c.

The above articles are pronounced by old Plains men and Miners as  
**INDISPENSABLE !**

We keep always on hand a large stock of Engine and conducting Hose, and are prepared to furnish best portable and Stationary Steam Engines, Force Pumps, &c., &c.

# WARNE, CHEEVER & CO.,

NO. 25 NORTH MAIN STREET,

Between Chesnut and Pine streets, St. Louis, Mo.

**WHOLESALE and RETAIL**

DEALERS IN

Pike's Peak, California, Santa Fe, and Army Outfits.

**T**HEY do an exclusive Outfitting business and are prepared to furnish, at the lowest prices, the following articles :

Portable tents, (a new improvement,)

Camp Bedsteads,


" Stools, of every variety,

" Kettles with all the necessary fixtures for parties numbering from 2 to 12 persons; which contain knives, forks and spoons, fry pan, sance pan, grid iron, skimmer ladle, plates cups, pepper and salt boxes, and water bucket. These are arranged with folding handles so as to be put into one kettle, occupying less space than any other articles of the kind yet offered.

Mess chests for provision, sheet iron, camp kettles, tripods and pot hooks, canteens, handled water kegs, coffee mill and canisters, hunting knives, hatchets of all size, sluice rakes and forks, long-tom irons, blowers, troy wrights, mining pans and picks, magnets and gold washers, crowbars, axes shovels, spades, tent cord and picket pins. Cordage of all kinds.—

Bowie knives of all sorts, cans of all styles, lanterns, water proof blacking, curry combs, horn brushes, horse pails and halters.

A complete assortment of India Rubber Goods such as wading pants and boots, (the best article made for miners,) Kit Carson caps and sonwester hats, coats of every style, gloves and mittens, boots and leggings, horse blankets, ponchos, saddle, traveling Bags, bed pillows and cubisons, tumblers, cups, &c.

 N. B. ALL goods warranted as represented.

**Warne, Cheever & Co.,**

25 Main street, Saint Louis, Mo.

# **OUTFITTING GOODS**

FOR THE

## ***GOLD DIGGINGS.***

**Sharpe's Rifles;**

**Colt's Pistols;**

**Shot Guns;**

**Cast Steel Picks;**

**Axes; Hatchets;**

**Augurs; Chains;**

**Files; Shovels;**

**Spades; Knives;**

**Hand, Cross-Cut,**

**and Pit Saws;**

AND EVERY DESCRIPTION OF

## **HARDWARE,**

*SOLD IN QUANTITIES TO SUIT PURCHASERS,*

—BY—

# **CHILD, PRATT & CO.**

139 AND 141 MAIN STREET,

ST. LOUIS.



PRINCIPAL FURNISHING HOUSE IN ST. LOUIS, OF

# BOOTS & SHOES.

Emigrants to the Pike's Peak Gold Mines,

**NOTICE !**

**GRANT, WALKER & CO.,**

NO. 66 MARKET ST., AND 74 FOURTH ST.

SAINT LOUIS, MO.,

**H**AVE at their Store 66 Market street, just the sort of boots and shoes that the visitor to, and the explorer in

**The New Eldorado,**

will need, and must be provided with. They guarantee that their goods are of the best workmanship, and will wear durably. Their prices are **CHEAP**, as low as they can be found anywhere in New York or Boston.

In their store are the following indispensable articles :

Waterproof Grain Leather double soled boots, long and short legged,

“ Russia Grain “ “ “ “

“ “Eldorado” Calf “ “ “

Kip and Calf boots of superior and strong make,

Cowhide boots,

Rubber “ long and short legged, Goodyear's make,

Calf and Kip brogans and shoes of all descriptions.

**Grant, Walker & Co.,**

66 Market street.

GROCERIES FOR THE MINER !  
**Goodrich, Willard & Co.,**  
*WHOLESALE GROCERS*

AND

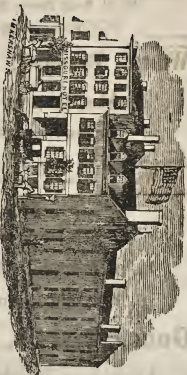
COMMISSION MERCHANTS,  
130 North Second St., between Vine and Washington Avenue,  
SAINT LOUIS, MO.

**H**AVE constantly on hand a very extensive stock of Groceries, to which they invite the attention of Miners, Emigrants and others. Their stock embraces:

Sugars, Coffees, Chocolate, Cocoa,  
Black and Green Teas, Foreign Fruits,  
Dried Fruit, Jams, Preserves, Pie Fruit,  
Jellies, Nuts, Fruits, Fish, Pickles,  
Catsups, Sauces, Vinegar, Liquors of all  
kinds, and of the best brands,  
Tobacco, Cigars, Pipes, Powder,  
Lead, Caps, Matches, Cordage, Rope,  
Twine Wicking, Soap, Candles, Salt,  
Wooden Ware, &c., &c.

Your patronage is respectfully solicited.

**GOODRICH, WILLARD & CO.**



# MISSOURI HOTEL,

*Corner of Main and Morgan streets,*

**FERRER & MASSEY, Proprietors.**

**THIS** large and commodious Hotel has just been refitted and re-furnished, and the Proprietors are prepared to accommodate Guests with either transient or permanent Boarding, at rates to suit **THE TIMES**.

It is located in the business part of the city, only one square from the Steamboat Landing. Mr. G. FERRER is an old Lancaster county Pennsylvanian, and has been in the Hotel Business for several years.

Col. G. T. MASSEY is from "the Old Dominion," and has been Guests may rely upon being entertained with true Virginia hospitality at this House.

**General Head Quarters for Pike's Peak Immigrants.**

**GOLD HUNTERS, AHoy!**

---

**TEAL & CO.,**


*No. 11 South Fourth Street, Saint Louis,*

Keep constantly on hand

**Wines, Brandies, Whiskey, Gin,**

**Pickles, Catsups, Sauces, &c.,**

**OF THE VERY BEST QUALITY.**

 Parties out-fitting for the Plains or the Mines, are respectfully  
invited to examine our stock.

---

**H. E. DIMICK,**

Is prepared to supply

**PIKE'S PEAK IMMIGRANTS**

WITH ALL KINDS OF

**Guns, Pistols, Revolvers,**

**Ammunition, Hunting-Knives, &c.,**

*"Whar the BIG BUCK is in the Window"*

**No. 38, Main Street, St. Louis.**

# PIKE'S PEAK EXPRESS,



AND



TRANSPORTATION CO.

**PENTON, WELLS & CO.,**

**W**ILL run their Weekly Express Trains regularly, from St. Joseph to Pike's Peak, Auraria, Denver city, Montana and Point Isabel. Passengers will be put through with the utmost despatch and comfort. Each man allowed 50 pounds of baggage and mining tools, and is furnished with provisions the entire trip, and rations for 30 days after his arrival at the mines. Price reasonable as any other from any other point. General Office, 65, Chestnut st., bet, 3d and 4th, St. Louis.

## MENOWN'S

NEW YORK AND ST. LOUIS

## Tea Emporium,

199 BROADWAY

East Side, between Morgan and Cherry Streets, St. Louis, Mo.

**C**OFFEE, Sugar, Tea, Spices, &c., of the best quality, constantly on hand; also fresh roasted coffee, ground coffee, and an excellent article of YEAST CAKES. All the above articles will be put up in packages, to suit the demand.

## JOHN J. GILL,

WHOLESALE AND RETAIL DEALER IN

## SHEET IRON STOVES, TINWARE, MINER'S PANS AND GRATES,

NO. 237 BROADWAY,

OPPOSITE FRANKLIN AVENUE SAINT LOUIS, MO.

**A**LL articles in our line furnished at low rates to Pike's Peak emigrants. Call and see our stock.

# EVERETT HOUSE,

Fourth Street, between Olive and Locust.

THIS centrally situated Hotel has recently been opened to the traveling community, under the proprietorship of CARPENTER & CHURCH, whose well-known capability as Landlords are a sufficient guaranty that it will be

## *A FIRST-CLASS HOUSE, IN EVERY RESPECT,*

This is one of the finest and largest Hotels in the West. The office is under the superintendence of Andy Logan, Esq., who has long acted in the same capacity, in one of the largest hotels in St. Louis, and with H. L. Dorrus, as caterer, the Everett House cannot fail to be all it is represented.

---

## T. J. ALBRIGHT & SON,

Wholesale and Retail Manufacturers and dealers in



Guns, Pistols, Hunting-Knives, &c.,

Including a large assortment of

*Double-Barrel'd Rifles and Shot Guns, Allen's and Colt's Repeating Pistols, Colt's Revolving Rifles,* of superior quality; also shot-bags, revolver and knife belts, &c., with a large stock of ammunition. All of which will be furnished to MINERS and EMIGRANTS, at the LOWEST PRICES.

At the sign of the GILT DOUBLE-BARRELLED GUN, No. 40, North Main street, where a sample of Pike's Peak Gold can be seen in the window.

---

## Fixings for the Gold Mines!

. Mining Tools, of all kinds,

Camp Setts, for from one to ten persons,

Camp Hampers, tables, stools and chests,

Tin and sheet-iron ware, kettles, pans, cups, coffe-makers, &c.,

Parties fitted out at short notice, prices low and satisfaction given.

S. S. BRAINERD,

108, Fourth street, Glasgow Row, St. Louis.

**P. L. VAN DEVENTER & CO.,**

Wholesale dealers in

**Men and Boy's Clothing,**

**AND INDIA-RUBBER GOODS,**

*Nos. 160 and 162 Main street, St. Louis.*

---

**EDWARD MEAD & CO.,**

Importers and Dealers in

**Guns, Rifles, Revolvers, Pistols, Knives,**

**Watches, Jewelry, &c.,**

**NO. 50 MAIN STREET, ST. LOUIS.**

---

**CONNOR & HUSSEY,**

**GENERAL**

**ENGRAVERS**

**ON**

**WOOD, COPPER, AND STEEL,**

*Fourth Street, opposite Planters' House,*

*Execute all orders in their line with neatness and despatch.*

---

**J. KERN,**

**WAGON MAKER,**

*Spruce street, between Second and Third,*

**ST. LOUIS.**

**DeHAVEN & BURTON,**

GENERAL

**Forwarding and Commission Merchants,**

*102 Second street, corner of Locust,*

**ST. LOUIS.**

---

**STODDARD & CO.,**

Wholesale dealers in

**Wines, Liquors, Cigars, Oysters,**

and proprietors of

**STODDARD'S CELEBRATED CORDIAL BITTERS,**

*No. 111, North 5th street, St. Louis.*

---



**M. FREIDE,**

*211 Broadway, one door north of Cherry-st.*

wholesale and retail dealer in

**Guns, Rifles, Revolvers, Bowie-Knives, &c.,**

AND AGENT FOR COLT'S IMPROVED REVOLVERS.

And keeps on hand all other trappings necessary to an out fit for  
a Pike's Peak Emigrant. Come—examine—buy!

---

**N. BROWN'S**

**Ambrotype and Photographic Galleries,**

*S. E. corner 4th and Pine streets, opposite Planters House,  
and 384 Broadway, above Washington, St. Louis.*

Every variety of Picture known to the Photographic Art made at the  
above Rooms, in unequalled Style and at lowest Prices.

---

**REVERE HOUSE,**

*147 and 149 Market st., between 5th and 6th, St. Louis.*

**TERMS 1,25 PER DAY.**

**C. M. O'HARRA, PROPRIETOR.**





OHIO & MISSISSIPPI

BROAD-GUAGE

# RAILROAD!

THE ONLY DIRECT LINE

Between **CINCINNATI** and **ST. LOUIS!**

 **THROUGH WITHOUT CHANGE OF CARS!** 

**Fare as low as by any other Route.**

**Two Daily Trains, for St. Louis.**

*Woodruff's Patent Ventilated Sleeping Cars are used on  
the afternoon Express Trains.*

Trains connect at St. Louis with the North Missouri Railroad, and  
the Packet and Express Lines, through to all the  
Western Out-Fitting Points, and to

## PIKE'S PEAK GOLD MINES.

For Through Tickets to all points West and South, apply at  
the offices, Walnut Street House, between 6th and 7th;  
No. 1 Burnett House; Spencer House Office;  
Depot, corner of Front & Mill streets,

**CINCINNATI;**

And at the Office corner of Fourth and Chestnut streets, under the  
Planter's House; or at the Levee office, corner of  
Pine and the Levee, St. Louis.

**P. W. STRADER, GEN'L TICKET AGENT.**

**W. H. CLEMENT, Gen. Supt.**

**G. W. FORD, General Agent.**

# GREAT NATIONAL AIR-LINE ROUTE

BETWEEN ST. LOUIS AND


All Northern and Eastern Cities,

—VIA—

## ST. LOUIS AND TERRE HAUTE




## RAILROAD.

 The above offers superior inducements to the travelling public, being the **SHORTEST AND QUICKEST ROUTE BETWEEN THE ATLANTIC AND THE MISSISSIPPI RIVER**, besides making all changes of cars at connecting points in Union Depots, thus avoiding long and tedious omnibus rides at intermediate points.

### THREE FAST EXPRESS TRAINS DAILY.

Omnibuses call for passengers and baggage, free of charge, at the Hotels, Steamboats, Railroad Depots and private residences, and leave the Office, No. 32 Fourth street, under the Planters' House, in connection with each of the above trains.

 Omnibuses also await the arrival of each train at the East St. Louis Depot.

PASSENGERS OVER THIS GREAT EASTERN ROUTE GO

Through to Indianapolis without change of cars.

Passengers for the North or East, via the Northern or Canada Route  
**Run through to Chicago without change of cars.**

Close and certain connections are made to and from

Louisville,	Cincinnati,	Lexington.	Columbus,
Crestline,	Cleveland,	Pittsburgh,	Wheeling,
Buffalo,	Niagara Falls,	Albany,	New York,
Boston,	Philadelphia,	Baltimore,	Washington City,
Chicago,	Milwaukee,	Detroit,	Toronto,
Rock Island,	Galena,	Dunleith.	St. Paul,

and all the Principal cities in the Union.

To add to the comfort of Passengers, the celebrated

### State Room and Sleeping Cars

have been placed upon the route, enabling passengers to enjoy a comfortable night's sleep whilst rapidly pursuing their journey.

New York passengers have a choice of five good railroad routes, viz: New York Central, New York and Erie, Pennsylvania Central, Baltimore and Ohio, or via Chicago and Great Western Railway of Canada.

The attention of the business man, the pleasure seeker, and travelers generally, is particularly called to the many advantages of this route, combining speed, safety and comfort.

Passengers who do not wish to travel at night will please to remember that they can stop over in large cities, at splendid hotels, arriving at a seasonable hour, and resuming at convenient hours in the morning.

Baggage checked through and handled carefully, free of charge.

*Fare always as low as by any other route.*

Through Tickets can be procured at the Company's Office, No. 32 Fourth street, under the Planters' House, where all information respecting the different routes will be cheerfully furnished.

**JAMES A. RAYNOR,**

VICE-PRESIDENT AND SUPERINTENDENT.

B. F. FIFIELD, General Passenger Agent.

F. M. COLBURN, Ticket Agent.

# **HANNIBAL AND ST. JOSEPH RAILROAD, NOW OPEN FOR TRAVEL,**

**AFFORDING THE  
Shortest, Quickest, and Cheapest Route  
FROM ALL POINTS EAST OF THE MISSISSIPPI RIVER,  
VIA ST. LOUIS, ALTON, OR QUINCY,  
TO PIKE'S PEAK,**

**Kansas, Nebraska, Weston, Iowa, Salt Lake,  
SANTA FE, CALIFORNIA AND OREGON.**

One of the finest Lines of Packets on the Western waters plies daily  
**BETWEEN ST. LOUIS AND HANNIBAL,**  
stopping only at Alton, taking passengers arriving by the Ohio and  
Mississippi and Terre Haute and St. Louis Railroads, and by Louisville  
and New Orleans Packets, making sure and close connections at Han-  
nibal with Trains for St. Joseph.

Passengers by the Chicago, Burlington and Quincy, and the Great  
Western Railroads, will find boats at Quincy to connect with Han-  
nibal, only twenty miles, while Daily Packets arrive from the Upper  
Mississippi.

**THIS IS THE ONLY RAILROAD ROUTE TO THE MISSOURI RIVER,**  
and conveys passengers

## **200 Miles nearer to Pike's Peak**

than any other Road. The best route now open to Pike's Peak is from  
St. Joseph by Fort Kearney 550 miles, and the near route by Marysville  
cut off is but 475 miles. The

### **GREAT SALT LAKE MAIL**

leaves St. Joseph every Monday, and **DAILY LINES** leave for all  
parts of Kansas.

Packets run daily up the River to Council Bluffs and Iowa City,  
and below to Leavenworth and Atchison.

Ample provision will be made for taking Teams, Wagons, and other  
freight of the emigrants or miners by Express Trains. No expense will  
be incurred in passing freight from boats to cars at Railroad Levee.

**JOSIAH HUNT, Superintendent.**

**P. B. GROAT, General Ticket Agent.**

# CHERRY CREEK AND PIKE'S PEAK!

---

## GREAT NORTHERN ROUTE TO THE GOLD REGIONS,

VIA THE

## CHICAGO AND ROCK ISLAND RAILROAD LINE,

### AND THE PLATTE VALLEY ROUTE.)

*70 Miles less distance than by any other Route from Chicago.*

For persons seeking the most expeditious and pleasant route to the Gold Mines, the above Route offers superior facilities in point of time and distance—facilities for procuring outfits, etc. The trains of this Road run

**THROUGH FROM CHICAGO TO IOWA CITY WITHOUT CHANGE  
OF CARS,**

connecting with the Western Stage company's Line of Post coaches to Council Bluffs, there connecting with the line now running to Fort Kearney, which will be continued through to the Mines early in the spring.

Parties can procure provisions, mining implements, etc., at Chicago, Iowa City, Council Bluffs and Omaha City at reasonable rates.

Parties with teams, provisions, etc., can have them taken through from Chicago to Iowa City on Passenger Trains, in twelve hours, without change or detention at the Mississippi River.

Through Tickets on this Line to Iowa City, Council Bluffs and Fort Kearney, can be procured at all general Railroad Offices in the Southwest, and at the Company's Office at Chicago.

**JOHN F. TRACY,**

GENERAL SUPERINTENDENT.

W. L. ST. JOHN, Ticket Agent.

PIKE'S PEAK PASSENGERS,  
**TAKE NOTICE!**

# NORTH MISSOURI



## ***R A I L R O A D.***

*Carrying the Great Through Mail and United  
States Express, is the Shortest, Quickest,  
and most Reliable Route to*

**S T. J O S E P H,**

Connecting with all the Great Through Railroad  
Lines from the East, and with the several  
Lines of Packets, delivering Passen-  
gers at St. Joseph 24 hours  
in advance of any  
other Route.

CONNECTING AT ST. JOSEPH,  
(The best Outfitting Point West of St. Louis,)

WITH

**PENTON, WELLS & CO.'S EXPRESS LINE**

—FOR—

## **PIKE'S PEAK!**

Cherry Creek, Auraria, Montana, Point Isabel, &c., and with the

### **GREAT SALT LAKE MAIL,**

which leaves St. Joseph every Saturday, and with a Line of Packets to Council Bluffs, Omaha, Sioux City, Nebraska City, Atchinson, Leavenworth and Kansas City.

## **TIME AND MONEY SAVED**

by taking the North Missouri Railroad, the only

### **“ ALL RAILROAD ”**

Route from St. Louis to St. Joseph.

*FARE AS LOW AS BY ANY OTHER ROUTE.*

Passengers can procure through Tickets at the principal Railroad offices in the East.

Ask for Tickets by the North Missouri Railroad.

St. Joseph Express leaves St. Louis daily, except Sunday, at 10 A.M.

Ticket Office at St. Louis, 40 Fourth street, under Planters' House, and at the Depot corner of North Market and Second streets.

**R. WALKER, Superintendent.**

**T. C. HANFORD, Master Transportation.**

**T. C. SPOONER, General Agent.**

# CHICAGO & ST. LOUIS AIR-LINE ROUTE.

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## ST. LOUIS, ALTON <sup>AND</sup> CHICAGO RAILROAD, THE ONLY DIRECT LINE BETWEEN CHICAGO AND ST. LOUIS,

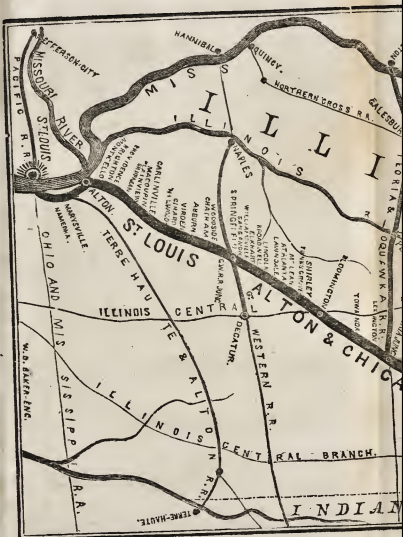
Connecting with all Eastern Roads at Chicago, with all the Trains from the East, North and North-west, and from Galena, Dubuque, Prairie du Chien and La Crosse; making the usual connections at Springfield with the Great Wabash Valley Railroad from the East; at Peoria Junction with the Peoria and Oquawka Road, for Peoria, Galesburg, Burlington and Quincy; at Joliet with the Rock Island Road. Connecting at St. Louis with the

PACIFIC RAILROAD,  
for Jefferson City, and there with the

Lightning Line of Daily Packets,  
or Stage, for Kansas City and Leavenworth. Also with the

**ALL RAILROAD ROUTE,**





HANNIBAL

QUINCY

NORTHERN CROSS R.R.

GALESBURG

MISSOURI  
ST. LOUIS  
PACIFIC R.R.

MARKSVILLE  
HARRISVILLE  
HARRISVILLE

OHIO AND MISSISSIPPI R.R.

W.D. BAKER-ENG.

ST. LOUIS  
TERRE HAUTE  
ILLINOIS

ILLINOIS

CENTRAL

TERRE-HAUTE

WESTERN R.R.

ALTON & CHICAGO

CENTRAL BRANCH

INDIANA

MACON  
MACON  
MACON

CARLISLE

WILMINGTON

ABERN

CHATHAM

WILMINGTON

WILMINGTON

WILMINGTON

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WILMINGTON

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WILMINGTON

WILMINGTON

WILMINGTON

**CHICAGO & ST. LOUIS AIR-LINE ROUTE.**

---

**ST. LOUIS, ALTON <sup>AND</sup> CHICAGO  
RAILROAD,  
THE ONLY DIRECT LINE  
BETWEEN CHICAGO AND ST. LOUIS,**

Connecting with all Eastern Roads at Chicago, with all the Trains from the East, North and North-west, and from Galena, Dubuque, Prairie du Chien and La Crosse; making the usual connections at Springfield with the Great Wabash Valley Railroad from the East; at Peoria Junction with the Peoria and Oquawka Road, for Peoria, Galesburg, Burlington and Quincy; at Joliet with the Rock Island Road. Connecting at St. Louis with the

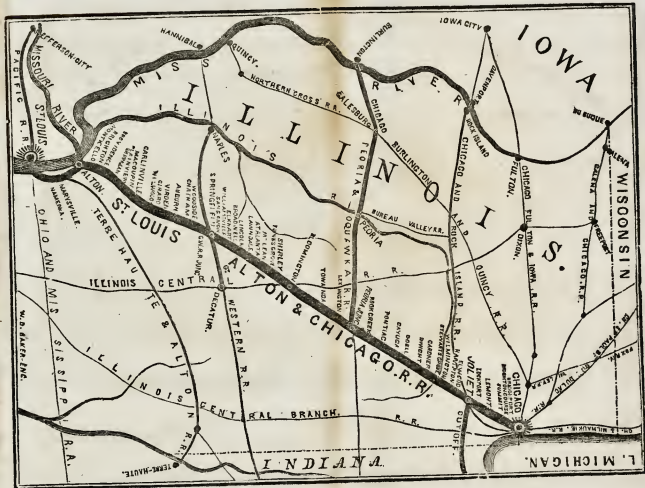
**PACIFIC RAILROAD,**  
for Jefferson City, and there with the

**Lightning Line of Daily Packets,**  
or Stage, for Kansas City and Leavenworth. Also with the

**ALL RAILROAD ROUTE,**



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The North Missouri Railroad, from St. Louis to St. Joseph,  
connecting at the above-named points with all

THE GREAT THROUGH EXPRESS,

Passenger and Mail Transportation Lines to the


## GOLD REGIONS

of Kansas and Nebraska.

Also, connecting at Alton and St. Louis with the St. Louis and Hannibal Railroad Packets, running in connection with the trains of the Hannibal and St. Joseph Railroad; at St. Louis with Lines of Steamers running direct to all points on the Missouri River, and with a Daily Line of Packets for Memphis and New Orleans.

Passengers will find this the most direct route to the great South-west and the New Eldorado.

**Fare as Low as by any other Route.**

 **CAUTION.**—Be careful and read your Tickets before paying for them; notice if they say “St. Louis, Alton and Chicago Railroad.”

TICKETS can be procured at all the Eastern Offices, and at Chicago.

**A. H. MOORE,**

GENERAL SUPERINTENDENT.

S. H. WILLIAMS, General Ticket Agent.

L. DARLING, General Agent, Chicago.

E. B. BROWN, General Agent, St. Louis.

SAINT JOSEPH OUT-FITTING HOUSES.

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**CULVER HYATT,  
WHOLESALE GROCER,**

**AND DEALER IN  
BRANDIES,  
WINES AND LIQUORS, CIGARS,  
VIRGINIA AND GLASGOW TOBACCO,  
COR. SECOND AND FRANCIS STS.,**

**SAINT JOSEPH, MO.**

**HAS ON HAND**

***A LARGE AND COMPLETE ASSORTMENT OF*  
GOODS SUITABLE FOR MINERS.**

**WILL GIVE PARTICULAR ATTENTION TO  
OUTFITTING EXPEDITIONS**

**FOR THE**

**PIKE'S PEAK GOLD MINES.**



**VAN LEAR, BRITAIN & HARDY,**

**No. 14 SECOND STREET,**

**SAINT JOSEPH, MO.**

---

**MANUFACTURERS, IMPORTERS AND DEALERS IN**  
**Drugs, Chemicals, Patent Medicines,**

**PAINTS, OILS,**

**PURE BRANDY, WINES, AND WHISKEY,**

**TOBACCO AND CIGARS,**

**BLANK BOOKS AND STATIONERY.**

# WHOLESALE LIQUOR HOUSE!

---

**WOLFSON & CO.,**  
**SECOND ST., ST. JOSEPH, MO.**

HAVE ON HAND THE LARGEST STOCK AND BEST QUALITY  
OF FOREIGN AND DOMESTIC  
**LIQUORS, TOBACCOS,**  
**CIGARS, &C.,**

Ever offered in this Market, which they will take pleasure in showing  
to Miners and others, and which they pledge themselves to

SELL TEN PER CENT. LOWER

Than any other House in North-west Missouri. Emigrants will find it  
to their interest to call and examine our stock. Our store  
is two doors above the Post Office.

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**J. KINNEY & CO.,**  
WHOLESALE  
**GROCEERS,**  
AND DEALERS IN

**WINES, LIQUORS, TEAS, &C.,**  
**SAINT JOSEPH, MO.,**

Have in store a very large and select stock, consisting of choice  
GROCERIES OF ALL KINDS,  
LIQUORS OF THE BEST BRANDS,  
TOBACCO, CIGARS, PIPES,  
OYSTERS, SARDINES, &c.

Suitable for Miners and Emigrants, put up in packages to suit pur-  
chasers. Call and examine our stock.

**FOR THE PIKES' PEAK TRADE.**

---

**SHIPMAN & CARTER,  
FORWARDING AND COMMISSION  
MERCHANTS,**

**FOOT OF SECOND STREET,**

**ST. JOSEPH, MO.,**

Have on hand and for sale at their extensive Warehouse

500 bbls Old Bourbon Whisky.

100 " " Rye "

50 casks Good Brandy.

150 baskets Champaigne Wine.

100 casks Holland Gin.

50 bbls. Cherry Brandy.

Tobacco and Cigars, in quantities.

ALSO,

500 Wagons, made expressly to accommodate the  
present emmigration across the plains,

Call and examine our stock.

# INDEPENDENCE STEAM FERRY.

THE LINK CONNECTING THE CHAIN OF

## Northern and Eastern Emigrant Roads

WITH THE  
GREAT SANTA FE MAIL AND EMIGRANT ROADS,  
THROUGH KANSAS TERRITORY,

### TO PIKE'S PEAK.

This Ferry crosses the Missouri River at Independence Landing every fifteen minutes. The boat is large, commodious, and can carry twenty-five loaded teams at a trip; permitting large Emigrant Trains to cross without being separated, and without any detention.

W. B. CRANE, PROPRIETOR.

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#### KANSAS CITY ADVERTISEMENTS.

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## LYKINS & BRENT,

### FORWARDING AND COMMISSION MERCHANTS,

WEST LEVEE, KANSAS CITY, MO.

All business entrusted to their care promptly attended to.

---

## GUNPOWDER FOR PIKE'S PEAK!

### H. B. CONWELL,

WHOLESALE DEALER IN

### ALL KINDS OF GUNPOWDER, EAST LEVEE, KANSAS CITY,

Keeps constantly on hand at his Magazine Rifle, Sporting, Canister and Hunting Powder. Also Safety Fuse. All orders will receive prompt attention.

---

## ELDRIDGE HOUSE,

### KANSAS CITY, MO.

Eldridge Brothers' Double Daily Line of Stages leaves for all parts of the Territory, and Missouri and Pike's Peak.

**RUSSELL, MAJORS & WADDELL,**

**NEBRASKA CITY,**

**KEEP CONSTANTLY ON HAND A LARGER SUPPLY OF**

**OUTFITTING GOODS,**

**— FOR —**

**GOLD MINERS AND ADVENTURERS,**

**THAN ANY OTHER HOUSE**

**IN THE**

**WESTERN COUNTRY:**

**— THE MINER AND IMMIGRANT —**

**WILL FIND IN THIS**

**IMMENSE ESTABLISHMENT**

**EVERY ARTICLE NEEDED TO MAKE**

**A COMPLETE OUTFIT**

**FOR THE PLAINS OR THE MINES.**

DAVENPORT OUT-FITTING HOUSES.

---

**SMITH & REMINGTON,**

DEALERS IN

**CAMP FIXTURES & MINING IMPLEMENTS,**

**39 East Second Street,**

**DAVENPORT, IOWA.**

Are now manufacturing Stoves expressly for Camp use, weighing only 40 pounds with furniture, and are warranted to work perfect in every way. Also Camp Kettles, containing a number of useful cooking articles. Also Gold Washing Pans, and every article in the Tinware line needed for Camp or Home Life.

---

**J. C. WASHBURN,**

**Second Street, Davenport,**

HAS A FULL SUPPLY OF

**Guns, Pistols, Knives, Hardware and Cutlery,**

OF EVERY KIND,

To which the attention of Miners, and the Public generally, is respectfully invited.

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**STEAM FERRY.**

**COUNCIL BLUFFS AND OMAHA CITY.**

**"Nebraska No. 1."**

The Steam Ferry Boat "NEBRASKA No. 1," has the capacity to carry 12 wagons and teams at each trip, and has taken over at one load 300 head of cattle, and can make from 20 to 40 crossings each way in a day, and four hundred wagons and teams can be ferried over from sunrise to sunset each day.

**E. LOWE,**

For the Council Bluffs and Nebraska Ferry Company.

## ATCHINSON OUT-FITTING HOUSES.

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HIRAM RICH,  
Fort Leavenworth. }

{ A. S. PARKER,  
Atchison, Kansas.

# A. S. PARKER & CO., GENERAL OUTFITTING MERCHANTS

Cor. Commercial and Levee Sts.

ATCHINSON, K. T.

Emigrants to the Gold Diggings of Western Kansas are informed that they will find at the Store of the undersigned, the best and most varied assortment of OUTFITTING GOODS, necessary for their comfort and profit, to be found on the River, consisting of Sugars of all kinds, Coffee, Tea, Fresh and Dessicated Vegetables and Meats in Cans, Bacon, Flour, Rice, Dried Apples and Peaches; all kinds of cooking utensils. Also Colt's Revolvers, Sibly Tents, Axe Helves, Ox Bows; India Rubber Clothing of all kinds.

A. S. PARKER & CO.,  
CORNER OF COMMERCIAL AND LEVEE.

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## MASSASOIT HOUSE,

Atchinson, Kansas.

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T. MURPHY, PROPRIETOR.

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THIS IS A NEW, COMMODIOUS, AND IN EVERY RESPECT

**A FIRST CLASS HOUSE.**

Every attention given to render satisfaction to guests. Charges moderate

# PIKE'S PEAK EXPRESS,

**JOHN M. HOCKADAY & CO.,** Proprietors.

THE GREAT SALT LAKE UNITED STATES MAIL CONTRACTORS

**WILL RUN A DAILY EXPRESS**

*FROM ATCHINSON, KANSAS TERRITORY,*

**TO PIKE'S PEAK AND CHERRY CREEK.**

THE EXPRESS WILL BE CONCORD COACHES, DRAWN BY SIX MULES,

RELAYS EVERY 20 MILES.

THROUGH TO THE GOLD REGIONS IN TEN DAYS FROM ATCHISON,—

Being Twenty Days Less Time than by any Other Conveyance.

**Fare through to Pike's Peak or Cherry Creek \$100.**

PASSENGERS WILL BE ALLOWED TO TAKE 40 LBS. BAGGAGE,

AND WILL BE BOARDED THROUGH TO THE MINES FOR THE ABOVE SUM.



# **RENICK HOUSE,**

**COR. MAIN AND SENECA STS.,**  
**LEAVENWORTH CITY, KANSAS,**

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**RENICK & HINES, Proprietors.**

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This new and popular Hotel has been fitted up in good style for the reception of guests. Post Office in same building. No pains will be spared to render the sojourn of the guests pleasant and agreeable.

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# **Planters' Hotel,**

**SMITH, COBB & CO., Proprietors,**  
**LEAVENWORTH CITY, KANSAS.**

---

 General Stage Office for Lawrence, Leocompton and Fort Riley.

This large and commodious House is convenient to the Steamboat landing, and the business part of the city. Guests may rely upon receiving every attention at this old and well established Travelers' Home.

---

# **JOHN H. SNEDECOR,**

**IMPORTER AND WHOLESALE DEALER IN**  
**TOBACCO, CIGARS**  
**AND PIPES,**  
**DELAWARE STREET. BELOW SECOND,**  
**LEAVENWORTH CITY, K. T.**

J. BERNARD,

W. R. BERNARD,

J. G. HAMILTON.

# J. & W. R. BERNARD & CO.,

METROPOLITAN BUILDINGS, WESTPORT, MO.,

WHOLESALE DEALERS IN

## DRY GOODS, GROCERIES,

INDIAN AND MEXICAN OUTFITTING GOODS,

Teas, Liquors, Pickles and Fancy Groceries, Indian Blankets, Cloths,  
Clothing, Hats, Shoes, &c.

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## STREET & BAKER

WESTPORT, KANSAS,

Are in receipt of their new stock of

### Pike's Peak Outfitting Goods.

CONSISTING OF

DRY GOODS, CLOTHING, HATS AND CAPS, BOOTS AND SHOES,

HARDWARE, QUEENSWARE AND GROCERIES,

And are prepared to supply Miners and others with an outfit on short notice and at reasonable prices. Please call and examine for yourselves.

---

## GREAT WESTERN

WAGON SHOP AND DEPOT,  
WESTPORT, MO.

WAGONS made to order, either light or heavy. Repairing done with dispatch. Particular attention given to Horse-shoeing, and Jobbing generally. Shop two squares south of Harris' Hotel.

**M. T. GRAHAM & CO.**

# ALLEN'S HOTEL,

COR. FOURTH AND SYLVANIA STS.,  
SAINT JOSEPH, MO.,  
S. S. ALLEN, PROPRIETOR.

---

## SMITH, HAWKINS & CO.,

DEALERS IN

GENERAL OUTFITTING GOODS,

ROCKERS, WASHERS, &C.,

FOURTH STREET, OPPOSITE THE POST OFFICE

SAINT JOSEPH.

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## H. R. HAMMOND,

COMMISSION AND FORWARDING MERCHANT,

FOOT OF SECOND STREET

SAINT JOSEPH, MO.

WAREHOUSE FOOT OF SECOND AND MAIN STS.

*Cash paid for Produce of all kinds. Storage on reasonable terms in Fire-  
Proof Warehouse.*

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## L. M. & J. M. VIMONT,

—DEALERS IN—

**DRY GOODS,**

Hats, Caps, Boots, Shoes, Ready Made Clothing, &c.

FOR THE

PIKE'S PEAK TRADE,

MAIN STREET, BETWEEN FRANCIS AND JULE,

ST. JOSEPH, MO.

# PLANTERS' HOTEL,

GALT & KING, PROPRIETORS.

Corner Main and Francis Streets,

ST. JOSEPH, MO.

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## J. E. WASHINGTON & CO.,

DIRECT IMPORTERS, WHOLESALE AND RETAIL DEALERS IN

HARDWARE AND CUTLERY,

FOURTH STREET, SAINT JOSEPH.

We have just received a large stock of HARDWARE and CUTLERY, all of which is purchased directly from Manufacturers, and especially adapted to the wants of this section of country. We solicit an examination of our stock.

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## EUGENE C. HARRINGTON,

WHOLESALE AND RETAIL DEALER IN

GROCERIES, LIQUORS, &C.,

FOURTH STREET, SAINT JOSEPH.

Keeps on hand all kinds of GROCERIES AND LIQUORS, of the very choicest varieties, which he will supply to the Pike's Peak trade at a very low figure.

# **NEW OUTFITTING STORE.**

**A. LAMME,**

**SECOND SEREET, OPPOSITE THE POST OFFICE,  
SAINT JOSEPH, MO.,**

Has a large stock of Staple and Fancy Dry Goods, Boots, Shoes, Groceries, etc., embracing a great variety of articles that every Miner and Immigrant must have, and which are offered at reasonably low prices. It will cost nothing to visit us and take note of our prices. Walk in!

**F. A. BEAUVAIS,**

**CORNER OF SECOND AND FRANCIS STREETS,  
SAINT JOSEPH, MO.,**

Has on hand a full snpply of Guns, Pistols, Bowie Knives, Gun Caps, Flasks, Pocket Cutlery, &c., suitable for Miners, to which he respectfully invites their attention.

**JAMES CARGILL & CO.,  
EAGLE MILLS,**

**FREDERICK AVENUE, CORNER OF EIGHTH AND FELIX STREETS,  
SAINT JOSEPH, MO.,**

Manufacture and keep constantly on hand a good supply of  
Flour, Meal and Feed Stuffs. Cash Paid for Wheat.

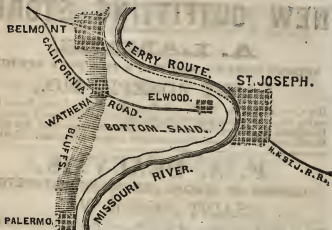
**CHARLES C. SCOTT,**

**WHOLESALE AND RETAIL DRUGGIST AND BOOKSELLER,**

**S. W. CORNER MAIN AND JULE STS.,**

**SAINT JOSEPH.**

Has on hand every variety of Medicines that the Emigrant will want also a variety of Books, both "grave and gay," paper, pens, ink, &c



## ST. JOSEPH and BELLEFONT STEAM FERRY.


By taking either of the large new Steam Ferry Boats, from St. Joseph to BELLEFONT, the traveller saves four miles' travel across the bottom, (which has been a dread to Californians,) and is landed at Bellefont, where he has an easy grade and good road from the River to the intersection of the celebrated old California Road. This is the only Ferry on the Missouri River that runs from bluff to bluff, availing the dreadful bottom roads.

At Bellefont is a LARGE AND COMMODIOUS HOTEL, and  
A FREE WAREHOUSE,

Erected for the accommodation of the Pike's Peak immigration.

The above diagram shows the location of the towns, and the roads, and the advantages of crossing on the Bellefont Ferry.

BOAT LEAVES EVERY 15 MINUTES, CARRYING 25 LOADED TEAMS

 Fare the same as by the Ferry that crosses to the Bottom Road. 